



Appendix C2

Rathfarnham to City Centre
Core Bus Corridor – 2nd and
3rd Non-Statutory Public
Consultation Submission
Report

Contents

	Page	
1	Executive Summary	1
1.1	Aim and Objectives of the Scheme	1
1.2	Purpose of the Non-Statutory Public Consultation	1
1.3	First Public Consultation	3
1.4	Second Public Consultation	4
1.5	Third Public Consultation	5
1.6	Summary of Public Consultations	6
2	Second Public Consultation (Mar-Apr 2020)	7
2.1	Overview	7
2.2	Information Provided in the Public Consultation	7
2.3	Approach to Assessing the Submission	8
2.4	Analysis of Issues Raised by Section	8
2.5	Profile of Those Making Submissions:	10
2.6	Themes Raised in the Submissions	11
2.7	Summary of The Main Issues Raised	11
3	Third Public Consultation (Nov-Dec 2020)	28
3.1	Overview	28
3.2	Information Provided in Public Consultation	28
3.3	Approach to Assessing the Submission	29
3.4	Analysis of Issues Raised by Section	30
3.5	Profile of Those Making Submissions:	32
3.6	Themes Raised in the Submissions	33
3.7	Summary of The Main Issues Raised	33

1 Executive Summary

1.1 Aim and Objectives of the Scheme

The aim of the Core Bus Corridor (CBC) Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor.

The objectives are to:

- Enhance the capacity and potential of the public transport system by improving bus speeds, reliability, and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;
- Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;
- Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland’s emission reduction targets;
- Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;
- Improve accessibility to jobs, education, and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and
- Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

1.2 Purpose of the Non-Statutory Public Consultation

The statement below sets out the purpose of the public consultation, as presented on the BusConnects website:

“The BusConnects programme aims to transform Dublin’s bus system, with the Core Bus Corridor project providing 230kms of dedicated bus lanes and 200km of cycle lanes on sixteen of the busiest bus corridors in and out of the city centre. This project is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040, bringing it to almost 1.55m.”

The bus service is the main form of public transport across Dublin with 67% of public transport journeys each day made by bus. The level of commuting to work by bicycle has also increased by 43% since 2011 and the need for better and safer cycling facilities will be provided through the roll-out of the core bus corridor project.”

Anne Graham, CEO of the National Transport Authority (NTA) said:

“The BusConnects Core Bus Corridor Projects is at the heart of the NTA’s efforts to improve transport services across our capital city. By providing continuous bus priority and much improved and safer options to walk and cycle within the city, we can incentivise more people to sustainable transport modes.

Enhancing transport infrastructure has become all the more important as an ever-growing number of people choose to walk or cycle within the city over recent months. These shifts in travel patterns are likely to have a long-lasting impact. Buses will continue to be the most important mass public transport mode for our cities. Through the rollout of the sixteen Core Bus Corridors, we can put in place a long-term solution to meet the evolving travel needs of the public. Modern cycling infrastructure will provide new options for families within communities throughout Dublin to cycle safely. Although COVID-19 has meant we are unable to roll-out in-person information events, I would encourage the people of Dublin to visit our virtual consultation rooms and share their views on the revised proposals in the coming weeks.”

The following 16 CBCs form part of the BusConnects CBC Infrastructure works:

- Clongriffin to City Centre Core Bus Corridor;
- Swords to City Centre Core Bus Corridor;
- Ballymun to City Centre Core Bus Corridor;
- Finglas to Phibsborough Core Bus Corridor;
- Blanchardstown to City Centre Core Bus Corridor;
- Lucan to City Centre Core Bus Corridor;
- Liffey Valley to City Centre Core Bus Corridor;
- Clondalkin to Drimnagh Core Bus Corridor;
- Greenhills to City Centre Core Bus Corridor;
- Tallaght to Terenure Core Bus Corridor;
- Kimmage to City Centre Core Bus Corridor;
- Rathfarnham to City Centre Core Bus Corridor;
- Bray to City Centre Core Bus Corridor;
- UCD Ballsbridge to City Centre Core Bus Corridor;
- Blackrock to Merrion Core Bus Corridor; and
- Ringsend to City Centre Core Bus Corridor.

The location of each of the CBCs can be seen in Figure 1.

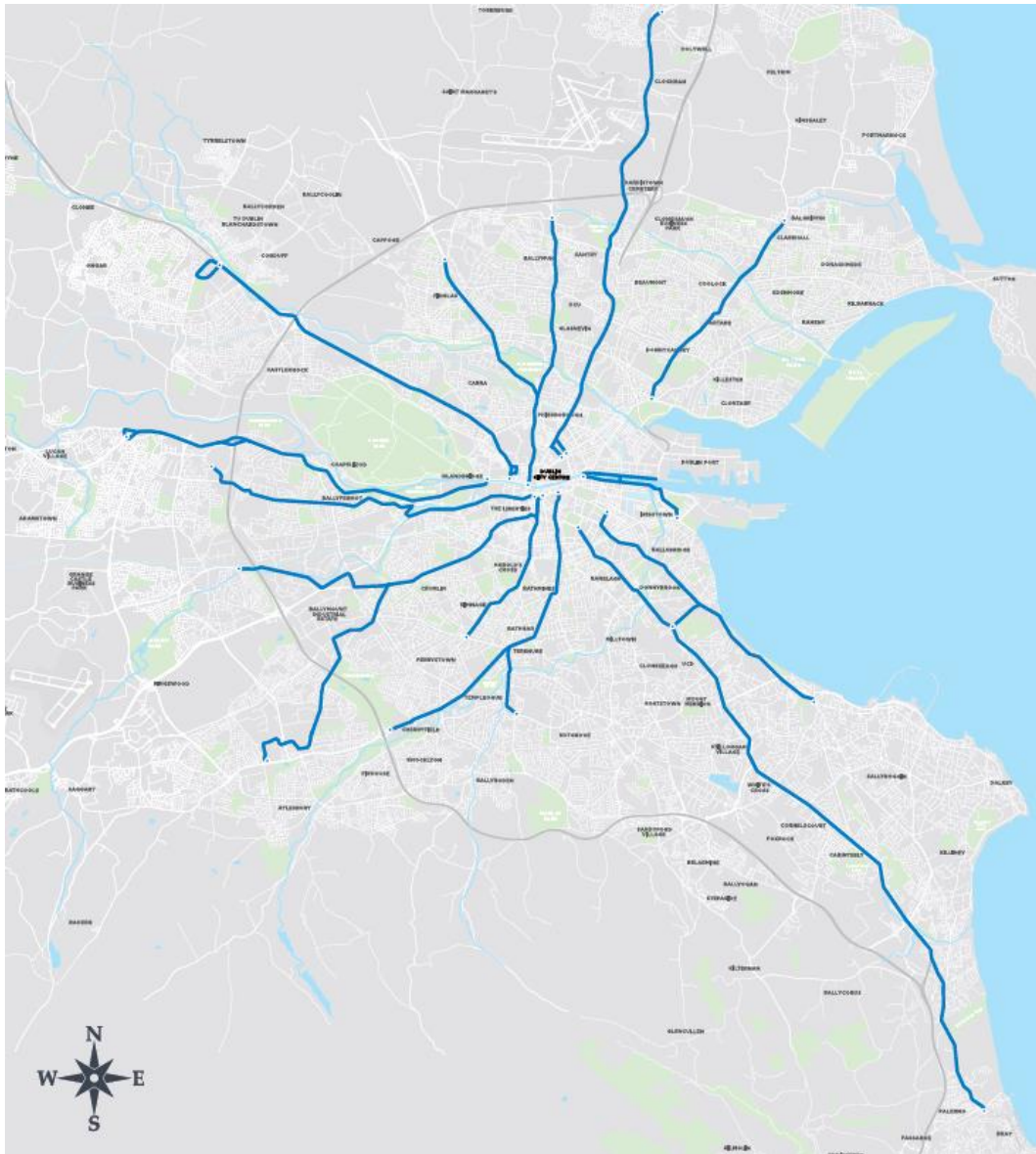


Figure 1: Radial Core Bus Corridors Emerging Preferred Routes

1.3 First Public Consultation

The first round of non-statutory public consultations on the Emerging Preferred Route (EPR) for the CBC ran from 14th November 2018 to 29th March 2019, and the output from these consultations has contributed to the ongoing scheme development. In addition, a number of community forums and localised engagement events were held covering the whole route, and specific areas respectively.

A total of **2,729** submissions were received as part of the first consultation.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Diversion of cyclists off the most direct route
 - a) Cyclists diverted at Brookvale; and
 - b) Cyclists diverted at Rathmines.
2. Vulnerable road user safety;
3. Traffic disruption due to traffic diversions;
4. Route not suitable for bus corridor;
5. Proposed land acquisition;
6. Removal of trees;
7. Access to property;
8. Loss of parking;
9. Devaluation of property;
10. Insufficient consultation;
11. Loss of heritage;
12. A metro option should be considered; and
13. Noise pollution.

1.4 Second Public Consultation

The second round of non-statutory public consultation for the CBC took place from the 4th March 2020 to 17th April 2020 on the draft Preferred Route Option (PRO). The COVID-19 pandemic event became an issue in Ireland at the start of this period. In response to the Irish Government and National Public Health Emergency Team's guidelines in relation to the Covid-19 pandemic the majority of the planned public information events were postponed.

The consultation period remained open until 17th April 2020 and submissions could be made by email or by post. All relevant information, including the Information Brochures and the Emerging Preferred Route public consultation reports, was made available on the BusConnects website (<https://busconnects.ie>) to view and download.

In addition, landowner meetings were held over the phone and/or online, and minutes were recorded as part of the consultation process. A number of community forums, meetings with resident groups, and one-to-one meetings were also held as part of the process prior to the COVID-19 restrictions being imposed.

A total of **66** submissions were received as part of the second consultation. These submissions are expanded upon in Section 2 of this report.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Inadequacies in Consultation Process;

2. Pedestrian Safety;
3. Cyclist Safety;
4. Traffic Issues Associated with Proposed Traffic Management Measures;
5. Supportive of Scheme;
6. Proposed Land Acquisition;
7. Protected Structures;
8. Removal of Trees;
9. Increased Air and Noise Pollution;
10. Loss of Access to Local Amenities;
11. Need for Scheme;
12. Loss of Parking; and
13. Alternatives Solutions.

1.5 Third Public Consultation

The third round of non-statutory public consultation for the CBC took place from the 4th November 2020 to 16th December 2020 on the updated draft PRO. With the continuing impact of the COVID-19 pandemic and associated Government restrictions, the third non-statutory public consultation was held virtually. Virtual consultation rooms for each CBC were developed and published. Along with offering a call back facility, these rooms provided a description of each Preferred Route from start to finish with supporting maps. They included information of all revisions made, if any, since the previous rounds of non-statutory public consultation, as well as other supporting documents.

The consultation period remained open until 16th December 2020 and submissions were accepted by email, through the virtual consultation rooms or by post. All relevant information, including the updated Information Brochures and the Emerging Preferred Route public consultation reports, was made available on the BusConnects website (<https://busconnects.ie>) to view and download. In addition, landowner meetings were held over the phone and/or online, and minutes were recorded as part of the consultation process.

A total of **949** submissions were received as part of the third consultation. These submissions are expanded upon in Section 3 of this report.

While a variety of matters were raised in the submissions, the key issues emerging from the consultation were as follows:

1. Inadequacies in Consultation Process;
1. Pedestrian Safety;
2. Cyclist Safety;
3. Traffic Issues Associated with Proposed Traffic Management Measures;
4. Supportive of Scheme;

5. Proposed Land Acquisition;
6. Protected Structures;
7. Removal of Trees;
8. Increased Air and Noise Pollution;
9. Loss of Access to Local Amenities;
10. Need for Scheme;
11. Loss of Parking;
12. Alternative Solutions;
13. Impact of Covid-19; and
14. Location of Bus stops

1.6 Summary of Public Consultations

Overall, throughout the three Public Consultation Events, the NTA received **3,751** submissions for the Rathfarnham to City Centre CBC. Further comments were also received from community forums and resident’s meetings where issues raised were taken into account during the development of the scheme design.

Table 1 breaks down the topics that were discussed in these comments.

Table 1: Themes and frequency associated with public consultation comments

Theme	Frequency of Comments Public Consultation 1	Frequency of Comments Public Consultation 2	Frequency of Comments Public Consultation 3
Accessibility/ Traffic Impact	562 comments	35 comments	771 comments
Integration / Bus Network	292 comments	27 comments	291 comments
Land Acquisition	256 comments	23 comments	343 comments
Safety	252 comments	28 comments	542 comments
Environmental Issues	206 comments	19 comments	464 comments
Social Impact	151 comments	26 comments	488 comments
Economy / Impact on Local Business	55 comments	7 comments	185 comments
Heritage	34 comments	20 comments	216 comments

Further comments were received from community forums and residents’ meetings where issues raised were taken into account during the development of the design.

2 **Second Public Consultation (Mar-Apr 2020)**

2.1 **Overview**

Following the first non-statutory public consultation on the EPR, the development of a Preferred Route Option (PRO) commenced. The second non-statutory public consultation on the CBC, on the draft PRO, ran between 4th March 2020 and 17th April 2020.

However, during the period of Consultation, the COVID-19 pandemic interrupted the public consultation from 12th March 2020. In response to guidelines from the Irish Government and the National Public Health Emergency Team (NPHE), the following changes were applied to the 2nd round of public consultation:

- All public information events were postponed;
- The public consultation remained open and submissions could be made by email and by post;
- All 16 PRO brochures continued to be available to view and download. In addition, the brochures were also available in HTML and Audio files; and
- Any queries and questions regarding the proposals could be emailed to the BusConnects team.

Property owners potentially affected by the proposals were notified by post and a one-to-one meeting was offered in each case. Following the implementation of the COVID-19 guidelines, one-to-one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings. A number of meetings with resident groups and one-to-one meetings were also held as part of the process prior to the COVID-19 restrictions being imposed.

The public were invited to make written submissions relating to the Preferred Route consultation brochure. Submissions could be made by post or by email.

2.2 **Information Provided in the Public Consultation**

Information on the public consultation process was published in major print media from 5th March 2020 including the Irish Times, the Irish Independent, the Herald, Dublin People, Dublin Gazette, Echo, Wicklow Times and Wicklow People, inviting the public to make a submission. Radio segments were included on Today FM, 98 FM, Newstalk, FM104, East Coast FM and Nova, beginning on 4 March 2020. Digital media was published on Facebook, Instagram, Twitter as well as through online advertising space, beginning on 5th March 2020. Information was also advertised at bus and Luas stops throughout Dublin city. All such communication was postponed from 18th March 2020 due to COVID-19.

The CBC Information Brochure was available for downloading from the National Transport Authority's (NTA's) BusConnects website (<https://busconnects.ie>), and hard copies could be sent by post on request, or for pickup at the NTA Office reception. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Public Consultation documentation provided information about the process and investigations carried out as part of the BusConnects CBC Infrastructure Works. Additional information was provided on the official BusConnects website:

<https://www.busconnects.ie/initiatives/core-bus-corridor-project/>

The additional supporting information on the website included:

- BusConnects Dublin Core Bus Corridor Projects, Corridor 12 - Rathfarnham to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Rathfarnham to City Centre Core Bus Corridor – CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Architectural Heritage Overview of the Rathfarnham to Rathmines CBC, Dublin Report incl. Appendices;
- Concept Scheme Drawings for the Emerging Preferred Route (EPR); and
- Concept Scheme Drawings for the Draft Preferred Route Option (PRO).

2.3 Approach to Assessing the Submission

The review of the submissions commenced in April 2020 once the consultation period had closed. The NTA received **66** submissions for the Rathfarnham to City Centre preferred route option, from the 4th March 2020 until the 17th April 2020. Most entries were digital (email), however, some paper bound entries were posted to the NTA. No petitions with multiple signatures were received.

All submissions, including notes from meetings with impacted landowners and stakeholders, were entered into a database and assessed.

2.4 Analysis of Issues Raised by Section

The Rathfarnham to City Centre CBC was divided into five sections, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The five sections were;

- Section 1: Rathfarnham to Dodder Park Road (incl. alternative cycle route along the Owendoher River and River Dodder);
- Section 2: Dodder Park Road to Highfield Road;
- Section 3: Highfield Road to Grosvenor Road;
- Section 4: Grosvenor Road to Grand Canal; and
- Section 5: Grand Canal to Dame Street.

In addition to the five sections, submissions were also categorised as relating to ‘The Entire Scheme’ where the submission referred to multiple areas, or the scheme as a whole.



Figure 2: Rathfarnham to City Centre Core Bus Corridor Map

The section attracting the most comments was the ‘Entire Scheme’, which received 61% of submissions. These submissions generally discussed specific issues throughout the scheme. Section 2 ‘Dodder Park Road to Highfield Road’, which runs through the village of Terenure received the second most submissions, accounting for 27% of submissions.

Section 4 ‘Grosvenor Road to Grand Canal’ which runs through the village of Rathmines, accounted for 6% of submissions, while Section 1 ‘Rathfarnham to Dodder Park Road’ accounted for 5% of submissions. There were no submissions that related exclusively to Section 3 ‘Highfield Road to Grosvenor Road’. All submissions containing commentary relating to Section 3, also referred to other sections along the route, therefore were categorised as submissions relating to the ‘Entire Scheme’.

The distribution of submissions across the various sections of the scheme can be seen below in Figure 3 and Table 2.

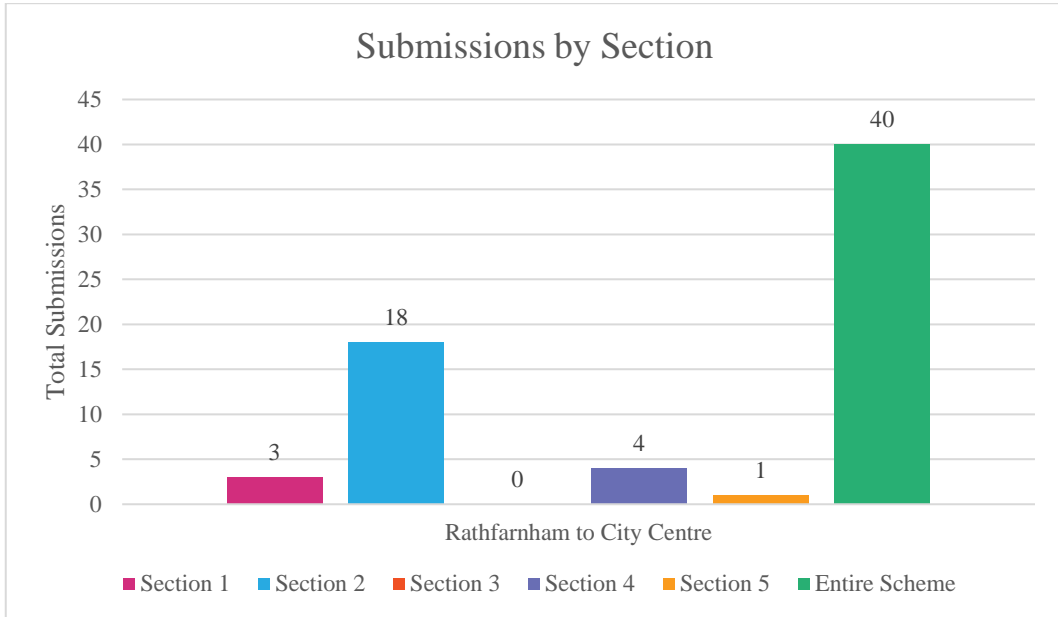


Figure 3: Distribution of Submissions per Section of the Rathfarnham to City Centre Core Bus Corridor

Table 2: Number of Submissions per Section of the Rathfarnham to City Centre Core Bus Corridor

Section	Number of Comments	Percentage
1: Rathfarnham to Dodder Park Road	3	5%
2: Dodder Park Road to Highfield Road	18	27%
3: Highfield Road to Grosvenor Road	0	0%
4: Grosvenor Road to Grand Canal	4	6%
5: Grand Canal to Dame Street	1	1%
The Entire Scheme	40	61%
Total Assessed	66	100%

2.5 Profile of Those Making Submissions:

Of the submissions received:

- 47% were from residents of the study area who are not directly impacted by the scheme and typically referred to local matters;

- 12% were from landowners of houses that are directly impacted, for example by loss of parking, or land acquisition;
- 18% were from interested parties, including commuters and residents who do not live in the study area but have an interest in the scheme;
- 15% were from representative bodies or associations, and mainly address community-focused issues;
- 2% were from businesses and institutions located in the study area, and mainly address specific impacts of the scheme;
- 5% were from public bodies, addressing infrastructure issues (Dublin City Council, South Dublin County Council and Dublin Bus); and
- 1% were from politicians, addressing issues in the study area.

2.6 Themes Raised in the Submissions

All 66 of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes has been listed below in Table 3. Further information on specific issues raised within the submissions has been provided in the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

Table 3: Frequency of Themes raised through the Submissions

Theme	Frequency of Comments
Accessibility/ Traffic Impact	35 comments
Integration / Bus Network	27 comments
Land Acquisition	23 comments
Safety	28 comments
Environmental Issues	19 comments
Social Impact	26 comments
Economy / Impact on Local Business	7 comments
Heritage	20 comments

2.7 Summary of The Main Issues Raised

This section identifies the key issues raised in the second public consultation process. The NTA have established the validity of the concerns, the potential consequences for the CBC scheme, and have determined how best to address the issue and /or mitigate the negative impact.

While a variety of matters were raised in the submissions, the key issues related to the CBC scheme are as follows:

1. Inadequacies in Consultation Process;
2. Pedestrian Safety;
3. Cyclist Safety;
4. Traffic Issues Associated with Proposed Traffic Management Measures;
5. Supportive of Scheme;
6. Proposed Land Acquisition;
7. Protected Structures;
8. Removal of Trees;
9. Increased Air and Noise Pollution;
10. Loss of Access to Local Amenities;
11. Need for Scheme;
12. Loss of Parking; and
13. Alternatives Solutions.

The nature of the issue, and the proposed NTA response to it, is covered in the following sections

Issue 1: Inadequacies in Consultation Process

Residents were concerned that the 17th April deadline for submissions had been maintained for the second round of public consultation, regardless of the restrictions put in place during the Covid-19 period. Residents were concerned they did not have sufficient opportunity to discuss the proposals at community lead, or NTA lead events. Some residents stated that the continuation of the deadline was illegal, contrary to the prevailing public requests and a breach of the Aarhus Convention, with regards to public consultation procedures.

Residents noted they experienced difficulties when seeking clarifications on proposals. Some residents noted they found the website difficult to navigate.

Some residents noted that they had not been notified of plans unless their property was being considered for land acquisition. Concerns were also raised that some residents whose homes would potentially be impacted by land acquisition had not been notified. A resident noted concerns over the lack of communication with regards to the land acquisition process. Residents who could be impacted by land acquisition requested that further details with regards to the process be made available.

Residents also felt that there was not enough baseline data collected before the design of the bus corridor. Residents were disappointed that in-depth environmental, air quality, traffic, safety, alternatives, school transport demand, social, cost/benefit, economic, architectural, archaeological and historic heritage data had not been collected and analysed, prior to the decision-making process.

Residents noted concern with regards to traffic surveys undertaken, suggesting that the surveys were not representative. It was also noted that traffic surveys completed prior to Covid-19 would need to be reassessed. Residents requested that this information be displayed transparently to the public.

NTA Response to Issue 1

As part of this second non-statutory public consultation this CBC received 66 submissions for the Rathfarnham to City Centre CBC. There have also been two Community Forum Events and a significant number of both one-to-one meetings, and meetings with residents' groups, during the development of the PRO .

The NTA then held the third non-statutory public consultation due to the difficulties arising in the second non-statutory consultation process because of the Covid-19 pandemic. Community forums, resident meetings and stakeholder's meetings were all held online. Virtual consultation rooms were set up during the consultation process so that viewers could peruse the latest documents from the safety of their own homes. This facility allowed the public to access the updated draft PRO maps, timelines and any revisions made, since the second round of consultation, including information relating to the Environmental Impact Assessment Process, the Traffic Assessment carried out to date and a draft Preferred Route Option Assessment Report.

Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the scheme.

Issue 2: Pedestrian Safety

Concerns were raised for the safety of pedestrians along the route, particularly at shared spaces at bus stops, at locations where the footpath is narrow and at pedestrian crossings. Many residents noted support for improvements to pedestrian safety along the scheme such as the bus gate through Rathmines Village reducing traffic volumes and speeds, and the one-way system on Rathgar Road.

Many residents raised concerns for the safety of pedestrians at bus stops, due to the potential for conflicts with cyclists, and requested where possible that bus stop bypasses or island bus stops be implemented. However, some private groups and public bodies also noted concerns for vulnerable pedestrians at island bus stops and bus stop bypasses, and requested alternative designs be explored which protect vulnerable pedestrians.

Residents requested that tabletop junctions or speed ramps be located at minor junctions along the route in order to reduce motorists' speeds when turning onto minor roads, protecting pedestrians. Some private groups and public bodies also requested protection for vulnerable pedestrians such as children, the elderly and those with disabilities at pedestrian crossings which have shared spaces. Further segregation was requested at pedestrian crossings.

Specific concerns along the route included:

- Residents of Rathfarnham Road between Rathdown Park and Bushy Park Road raised concerns for pedestrians crossing Rathfarnham Road at this location. The proposed plans include a hatched area on the road, which residents are concerned pedestrians will use to pause while crossing the road. Residents have therefore requested this cross hatching be removed;
- Residents noted concerns for pedestrians crossing the road at the junction between Rathfarnham Road, Terenure Road North, and Terenure Road East;
- Residents of Terenure Road East noted concerns for pedestrians, particularly vulnerable road users, due to the high volumes of buses, high speeds of traffic and narrow footpaths along the road;
- A private group noted concerns for pedestrians through the village of Rathmines, due to the large volume of pedestrian traffic, and the narrow width of footpaths. To reduce potential conflicts between pedestrians and vehicles, the group suggested that footpaths be widened through Rathmines, footpaths remain uncluttered, and pedestrian crossings be designed in a safe manner for all road users.

NTA Response to Issue 2

In response to issues raised, a number of sections along the route were amended as part of the PRO to provide enhanced provision for pedestrians and vulnerable road users. Key design development changes are:

- On Terenure Road East at Terenure Cross, it is proposed to utilise bus priority traffic signals to provide bus priority, allowing for the existing footpath widths in this location to be increased. It is also proposed to realign pedestrian crossings to better align with pedestrian desire lines at this junction.
- The hatched median on Rathfarnham Road between Bushy Park Road and Rathdown Park has been removed, removing the concern noted.
- A new pedestrian crossing is now proposed on Terenure Road East, just west of Brighton Road, to provide an additional safe crossing point for pedestrians in the area.
- A new pedestrian crossing is now proposed on Rathgar Road, just south of Wesley Road, to provide an additional safe crossing point for pedestrians in the vicinity of the retail units in this part of Rathgar as well as providing better access to the new bus stop location.
- Within Rathmines Village, the proposed bus gate allows for enhanced pedestrian provision within the village centre, including widened footpaths.
- A number of traffic management measures are proposed along the route including the bus gate in Rathmines, the proposed one-way inbound general traffic regime on Rathgar Road, the proposed one-way outbound general traffic regime on Camden Street, which will reduce the through traffic utilising the route and as such provide a better environment for pedestrians and cyclists. In some locations, these proposals allow footpath widths to be increased.

- The junction of Rathmines Road Upper, Rathgar Road and Rathmines Road Lower has been significantly altered to better provide for safe pedestrian movements as well as an enhanced public realm.

In the PRO, island bus stop layouts have also been incorporated as the preferred arrangement for bus stops where they interact with a cycle track where space is available. Where space is constrained, cycle movement through bus stop locations would be managed through the provision of signage and markings, tactile paving and alignment changes to the cycle track.

Issue 3: Cyclist Safety

Many commuters noted support for the most recent designs, with regards to prioritisation of cyclist safety. Many submissions noted support for various design updates improving cycle safety, including the provision of further segregated cycle tracks, the direct cycle track through Rathmines, the bus gate in Rathmines and one-way systems along the route facilitating wider cycle tracks and reduced land-take.

Suggestions and requests for further cycle safety provisions included:

- Bus stops to all be converted to bus stop bypasses or island bus stops in order to reduce potential conflicts between cyclists and pedestrians. Residents noted that this route particularly had a low volume of bus stop bypasses;
- Locate cycle tracks between the footpath and parking spaces/ loading bays in order to reduce potential conflicts between cyclists and motorist's entering and exiting parking spaces/ loading bays. This occurs frequently along the route, and was noted as a major concern;
- Segregate cycle tracks and general traffic lanes through the implementation of kerbs, bollards, orcas, wands, planters etc, to prevent conflicts with cars driving or parking on cycle tracks. This is particularly acute at areas with heavy loading bay/parking demands, such as in Rathmines, Camden Street, Aungier Street and South Great George's Street;
- Speed ramps or tabletops be implemented at minor junctions along the route to reduce traffic speeds onto minor roads, thereby protecting cyclists (and pedestrians); and
- Major junctions should be designed as protected junctions, to provide protection for cyclists, for example the junction between Rathfarnham Road and Main Street, the junction between Rathfarnham Road and Terenure Road East.

In order to ensure continuous, wide cycle lanes along the main route, with bus stop bypasses, residents suggested that general traffic lanes could be converted to one-way, or bus gates could be implemented at pinch points to provide further space for the desired cross-section.

Specific concerns along the route included:

- Some submissions noted concerns about the cycle track diversion, and subsequent lack of cycle track on Rathfarnham Road, between Castleside Drive/Main Street and Rathdown Park. Residents were concerned that the alternative route was overly complicated, and cyclists would choose the most direct route (along Rathfarnham Road). A resident raised concerns that the gradient of the proposed cycle bridge over the Dodder would be too steep, discouraging cyclists from using the bridge. It was noted that families and leisure cyclists would use the diversion, however commuters would use the most direct route. It was also noted by a local politician that there are a number of cycle schemes over the Dodder, which have not been planned in an integrated manner.
- Many residents raised concerns over the lack of cycle track on Terenure Road East between Rathfarnham Road/Terenure Road North and Rathgar Avenue/Orwell Road. Residents were concerned for the safety of cyclists along this stretch, and also raised concerns that access to Terenure Village would be reduced; and
- Cyclists also raised concerns at the junction on Rathgar Road with Grosvenor Road. Cyclists and private groups raised concerns that cyclists were vulnerable to vehicles turning left from Rathgar Road onto Grosvenor Road. Many requested further cycle provisions at this junction to protect cyclists.

NTA Response to Issue 3

In response to issues raised, a number of sections along the route were amended as part of the PRO to enhance provision for cyclists. Key design development changes are:

- The designs published as part of the second public consultation, proposed an alternative cycleway between St. Mary's Avenue and Rathdown Park linking cyclists via a high-quality largely segregated connection utilising a section of the proposed Dodder Greenway and linking back to proposed scheme via a new structure crossing the River Dodder. Following the third round of public consultation, this proposal was removed in lieu of online cycle facilities accommodated through a combination of dedicated cycle tracks and shared bus lanes.
- Island bus stops have been introduced into the scheme as standard where space is available to provide them.
- Protected junctions have been provided where practicable at a large number of junctions in order to include physical separation between cyclists and motorists at junctions and improve safety e.g. Rathfarnham Road/Rathfarnham Wood, Rathfarnham Road/Dodder Park Road, Rathgar Road/Grosvenor Road.
- Parking protected cycle tracks have been introduced into the scheme as standard where space is available to provide them such as Grange Road/Nutgrove Avenue, Rathgar Road/Rathmines Road Upper, Rathmines Road Upper/Rathmines Road Lower and Cuffe Street/Wexford Street.

- At Terenure Cross, an alternative cycleway is proposed along Terenure Road North and Harold's Cross Road providing a continuous segregated facility for cyclists accessing the city centre linking to the Kimmage to City Centre CBC in Harold's Cross. This facility provides an alternative route for north-south cyclists which would otherwise seek to use Terenure Road East, where segregated cycle tracks are not practicable.
- An alternative cycle route is proposed between Rathfarnham Road and Rathgar Road via Bushy Park Road, Wasdale Park, Victoria Road, Zion Road and Orwell Road through a combination of dedicated cycle tracks and quiet street treatments. This facility provides an alternative route for east-west cyclists which would otherwise seek to use Terenure Road East, where segregated cycle tracks are not practicable.
- Within Rathmines Village, the proposed bus gate allows for the provision of high-quality segregated cycle tracks through Rathmines.
- A number of traffic management measures are proposed along the route including the bus gate in Rathmines, the proposed one-way inbound general traffic regime on Rathgar Road, the proposed one-way outbound general traffic regime on Camden Street, which will reduce the through traffic utilising the route and as such provide a better environment for cyclists.

Issue 4: Traffic Issues Associated with Proposed Traffic Management Measures

Residents raised concerns that where the road would be widened, traffic would increase as a result of the general traffic lanes not sharing lanes with buses. Some residents raised concerns that traffic management measures on alternative routes would funnel traffic onto CBC. Other residents were concerned that specific traffic management measures on the CBC would force vehicles onto alternative residential roads and onto other corridors.

Some residents raised concerns that no attempts had been made to reduce private vehicle traffic along the corridor. Residents noted that road widening would facilitate additional traffic rather than reduce traffic, as the general traffic lanes will now be free from buses.

Residents also raised concerns that traffic has been funnelled from other corridors onto the CBC, thereby negatively impacting residents along the corridor through relieving surrounding areas of traffic.

Concerns were raised over the potential for increased traffic on alternative routes due to proposed traffic management measures. The principal issues raised in relation to this topic were:

- The impact on residential roads such as Mountpleasant Avenue Upper, as a result of vehicles using alternative routes. Concerns associated with increased traffic on residential roads included air pollution, noise pollution, structural impacts, reduced parking, safety risks and security concerns; and

- The potential increase in traffic along alternative route, causing congestion, in other villages such as Ranelagh, Rathfarnham, Rathgar, Rathmines, Kimmage.

A private group requested that traffic management measures be implemented at all times, rather than at peak times, in order to ensure compliance whilst allowing an efficient transport system at all times during the day. Some residents however requested that traffic management measures be only introduced at peak hours, to facilitate greater access by car to the city.

Residents raised concerns that traffic modelling studies had not been completed. Residents were concerned that proposals might not improve traffic flow and requested that surveys be undertaken to identify the need for the scheme.

NTA Response to Issue 4

A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities would facilitate a modal shift for the corridor, and reduce through commuter traffic.

The traffic re-distribution impacts of the scheme on the surrounding road network, outside of the main CBC route, have been assessed as part of the transport modelling investigations, with appropriate treatment and/or mitigation measures provided where necessary to address concerns regarding through traffic re-routing to side roads. Key measures included in the Proposed Scheme include:

- On Terenure Road East at Terenure Cross, existing built form close to the carriageway restricts the available cross-sectional width. It is proposed to utilise bus priority traffic signals to provide bus priority through this section.
- It is proposed to ban the right turn from Greenmount Road to Terenure Road East in order to mitigate anticipated rat running using Greenmount Road.
- It is proposed to ban the right turn from Kimmage Road Lower to Aideen Road in order to mitigate anticipated rat running using this route as a result of the proposed scheme.
- A one-way inbound general traffic regime is proposed on Rathgar Road, with through traffic directed to Rathmines Road Upper and Highfield Road. In addition, the reintroduction of right turn movements from Rathmines Road Upper to Highfield Road and from Highfield Road to Rathgar Road have been included to mitigate the impacts on local access as a result of the proposed one-way on Rathgar Road
- A bus gate is proposed in Rathmines Village between Richmond Hill and Lissenfield restricting through traffic through the village. A number of turning bans are being considered on surrounding residential streets to mitigate impacts of redirected traffic.

- Re-introduction of two-way traffic on Mountpleasant Avenue Upper through the use of a signalised shuttle system, to better facilitate local access in Rathmines by car and mitigate impacts as a result of the proposed bus gate.

- It is proposed to ban the right turn from Cullenswood Road to Ranelagh Road to mitigate the increase in traffic on Castlewood Avenue as a result of the bus gate in Rathmines. A number of additional turn bans are also proposed in the surrounding area to complement this proposal.

- It is proposed to close Lennox Street to traffic at the junction with Richmond Street South to mitigate against increased traffic volumes on this street if left as it currently is.

- A one-way outbound general traffic regime is proposed on Camden Street, with through traffic directed to Harcourt Street.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 5: Supportive of the Scheme

Most submissions were generally supportive of the BusConnects initiative, however some raised specific concerns along the route. There was support for the objectives of BusConnects, improving the bus network and providing safer cycling facilities in Dublin.

Improvements along the scheme included increased prioritisation of cyclist safety, safer road alignment in Rathmines for pedestrians and cyclists, improved junction design, public realm improvements, bus priority signals, one-way systems, and the cycle track through Rathmines.

Some private groups and residents noted support to their recommendations and feedback being incorporated into updated proposals, from the previous round of public consultation. Commuters and some residents noted support for the positive and responsive engagement with the public.

NTA Response to Issue 5

The NTA welcomes this positive feedback and support of specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the statutory consultation process to facilitate the development of a scheme that maximises the benefit to all.

Issue 6: Proposed Land Acquisition

Many residents, particularly those on Rathfarnham Road and Terenure Road East raised concerns about the acquisition of private land to deliver the scheme.

Particular concerns that were mentioned included increased air and noise pollution, increased stress and impact on health as a result, reduction in private parking, reduction in safe access to property, reduced trees, vegetation and garden space, privacy and security concerns, potential impacts on historic/ Victorian/ protected buildings, and potential impacts on property boundaries. A resident raised concerns over the impact of construction works, with regards to vibration levels impacting the structures of properties. Many residents also raised concerns over the possible devaluation of their property, as a result of compounding impacts.

Specific concerns along the route included:

- Residents raised concerns over the impact of land acquisition on the gradient of driveways along Rathfarnham Road; and
- Residents of Rathfarnham Road between Rathdown Park and Bushy Park Road were concerned that land acquisition was not necessary in order to achieve the desired cross section. Residents noted there were errors on the drawings which suggested the road is narrower than it is in reality.

Many residents requested alternative options be explored, such as a one-way system or bus gate, to reduce the need for road widening, and subsequent land acquisition.

NTA response to Issue 6

The design has sought to minimise impact on adjacent properties and driveway access. In response to issues raised during the public consultations, a number of sections along the route were amended in the PRO, many of which reduced the impact on private properties. The PRO proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- On Rathfarnham Road between Main Street and Terenure Cross, the design has been amended to reduce the impact on property through a combination of shared bus/cycle lane and sections of shared bus/traffic lanes with bus priority being managed through bus priority signals. This has removed any need to increase driveway gradients.

- On Rathfarnham Road between Rathdown Park and Bushy Park Road it is proposed to manage bus priority through bus priority traffic signals, removing the impact on a number of private properties in this area.

- An alternative cycle facility is proposed utilising Terenure Road North and Harold's Cross Road linking to the Kimmage to City Centre CBC at Harold's Cross. The impacts on private properties Terenure Road East have been significantly reduced due to this design development.

- A one-way inbound general traffic regime is proposed on Rathgar Road, with through traffic directed to Rathmines Road Upper and Highfield Road. As such, no land acquisition is required along Rathgar Road.

In total, the PRO proposals reduced the number of properties impacted by 144 properties and reduced the extent of impact on an additional 35 properties when compared to the EPR proposals.

Where land acquisition is required, the NTA are continuing to engage with landowners impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 7: Protected Structures

Residents raised concerns over the loss of architectural, archaeological and cultural heritage along the route, and particularly on protected structures. Residents of Rathfarnham Road and Terenure Road East raised specific concerns over the impact on protected structures as a result of road widening along the route, and requested alternative options be explored further.

Residents noted that *The Planning and Development Act 2000 [as amended]* had introduced new legislation on historic property, with increased commitment to protect, preserve, conserve and restore historic buildings. A private group also noted that the extent of works proposed to be undertaken would be contrary to good conservation practice and specifically to the *Dublin City Development Plan 2016-2022* and *Architectural Heritage Protection Guidelines for Planning Authorities*.

Specific concerns along the route included:

- A public body noted opposition to the relocation of the Rathfarnham Castle boundary wall; and
- Residents of Rathfarnham Road and Terenure Road East, and a private group raised concerns over the impact to protected structures along the route, which includes impacts to historic boundaries, gate piers, railings, mature trees, and gardens, as a result of land acquisition which will facilitate road widening. Residents were concerned about the impact on architectural heritage in the area.
- Residents noted there are a number of protected structures on Terenure Road East which would be impacted by proposals through the loss of boundaries, gate piers, railings, mature trees and gardens.
- Residents of Beaumont House were concerned about the removal of the Victorian boundary wall and heritage plaque at their property. Concerns were also raised with regards to reinstatement of their boundary wall and requested Dublin City Council Heritage Officers be consulted, with regards to wall furnishings.

A private group was concerned over the lack of architectural, archaeological and cultural heritage surveys undertaken as part of the BusConnects project. The group requested alternative options be considered prior to undermining the historic environment along the route.

NTA Response to Issue 7

In response to issues raised during the public consultations, a number of sections along the route were amended as part of the PRO, many of which reduced the impact on protected structures.

The PRO proposal includes for the provision of alternative cyclist facilities along Terenure Road North, connecting to the Kimmage to City Centre CBC as well as restricting traffic along Rathgar Road to one direction. As a result, the impact on the curtilage of protected structures within this corridor section has been significantly reduced as follows:

- All existing protected structure boundaries along Rathgar Road will not be modified; and
- All 15 existing protected structure boundaries on the northern side of Terenure Road East between Brighton Road and Rathgar Avenue between will not be modified;

In addition, the design development has removed the need to encroach on War Memorial Hall on Rathfarnham Road further reducing impacts on heritage.

In total, the PRO proposals have reduced the number of protected structures impacted by approximately 80 structures.

The potential heritage impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 8: Removal of Trees

Residents raised concerns about the potential loss of trees along the route. Concerns included amenity, aesthetic impacts, heritage, environmental concerns (including biodiversity, carbon, air quality, noise pollution) and the potential impacts on health and wellbeing. It was also noted that the trees create a natural division between the footpath/cycle path and the road, which provides protection for pedestrians and cyclists. The proposed removal of these trees was highlighted as a concern in the context of the safety of pedestrians and cyclists.

Residents along Terenure Road East raised particular concerns for the loss of trees along the road, as a result of road widening, and requested alternative measures be explored. Some residents were particularly concerned that they had not yet been informed of potential tree loss on their property, however an arborist had advised residents that tree removal would be likely, due to the extent of land acquisition.

Many submissions requested details on the replanting of trees along the route. Submissions requested replanting measures be introduced at the medians of roads, instead of concrete islands. There were also requests to introduce planting between cycle tracks and bus lanes or general traffic lanes to act as protective barriers between vehicles and pedestrians or cyclists. Residents also requested trees be planted at public spaces, as part of public realm improvements, such as in Terenure, Rathmines and Aungier Street.

NTA response to Issue 8

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region. Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. A full planting scheme has been designed and would be included as part of the CBC works. The planting scheme would optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting.

The NTA has acquired the services of an expert arboriculturist to assess the trees on the CBC. The impact on trees has been accurately quantified during the preliminary design stage, with a greater number of trees proposed to be planted than would be removed.

In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO, and a key outcome of many of these design interventions is the retention of a significant number of existing trees which were previously identified for removal. Within the PRO proposal, along with general retention of trees where possible, amendments have been made on certain sections referred to in the submissions, with the following outcomes:

- All existing trees within private curtilage along Rathgar Road will now be retained; and
- All existing trees within private curtilage on the northern side of Terenure Road East between Ferrard Road and Rathgar Avenue previously identified for removal, will now be retained.
- Reduced land acquisition along Rathfarnham Road has reduced the number of trees being impacted by the scheme.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 9: Increased Air & Noise pollution

Residents were concerned that potential removal of trees, increased traffic levels, and the reduction of garden/driveway space could result in increased air pollution and noise pollution. This issue was particularly apparent with regards to Rathfarnham Road and Terenure Road East.

Concerns were raised that the proposed removal of trees along the bus corridor could increase noise levels, due to the trees currently acting as a natural sound barrier. Concerns were also raised that the loss of trees, would increase air pollution, due to the loss of natural vegetation.

Land acquisition, as a result of road widening was noted as a concern, due to the potential reduction in space between properties and vehicle traffic. In addition, residents were concerned that a wider road could facilitate larger volumes of traffic. Combined, residents were concerned that this could result in increased noise and air pollution.

Residents were concerned for the noise and vibrations caused during the construction stage. Additional concerns that possible increased noise levels would impact the sleep quality and daily activities of residents was also raised.

A resident raised concerns that proposals might result in increased air quality, to the point that it could potentially breach the EU Air Quality Directive.

NTA Response to Issue 9

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC - which would assist in reducing the overall noise and air quality impacts of through-traffic. Local traffic management measures for the area, such as turn bans on Greenmount Road into Terenure Road East, are also proposed to ensure that through-traffic movement on local side streets is minimised.

In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective. Notwithstanding this, significant effort has gone into retaining as many existing trees as possible and in many cases, additional trees have been retained along the scheme since the EPR proposals. The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed.

An Environmental Impact Assessment Report (EIAR) has been prepared for the proposed scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Issue 10: Access to property

Many residents and commuters noted concern over the potential loss of access to facilities and services in the local area, and reduced access to surrounding areas and the city centre, as a result of proposed traffic management measures and reduced protection for pedestrians and cyclists.

Residents and commuters raised concerns that access to local villages, surrounding areas and the city centre could be reduced as a result of traffic management measures, such as bus gates and one-way systems along the route.

Residents and commuters also raised concerns that the lack of continuous, segregated cycle tracks, and narrow footpaths could potentially discourage residents from accessing their local areas by bike or foot. In particular, residents were concerned over the lack of cycle track through Rathfarnham, which could discourage locals from cycling to access local amenities and services.

NTA Response to Issue 10

A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network to manage traffic on the road network while ensuring that access to all essential amenities such as schools, hospitals and sports facilities is retained. Access to these amenities by car will still be feasible, however motorists may have to take new routes to continue to use their private vehicles to access these amenities.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 11: Need for the Scheme

Residents raised concerns that alternative options had not been considered prior to BusConnects proposals. There were concerns that much simpler, cost effective and environmentally friendly options were available but had not been considered (See Issue 13: Alternative Options).

Residents also raised concerns that the original feasibility studies undertaken by the NTA suggested that the time savings would be negligible, and that a similar time saving could be achieved through the introduction of priority signalling and cashless fares.

Residents were concerned that not enough traffic modelling assessments had been undertaken. There were concerns that without these it was hard to know if traffic flow would be maintained. It would also be difficult to understand whether traffic would be pushed onto alternative routes, causing further problems.

It was noted in some submissions that Covid-19 could potentially alter the structure of traffic congestion and methods of travel in the city, due to an increase in working from home.

Residents were concerned that proposals would not be essential, following on from Covid-19, due to the lack of rush hour traffic. Some residents were concerned that financial costs to the state following Covid-19 could potentially result in a need for investment in the health sector, rather than the transport sector.

NTA Response to Issue 11

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. This document identifies the. The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The policy context for the corridor is set out in the ‘Rathfarnham to City Centre CBC Feasibility Study and Options Assessment Report’ prepared on behalf of the NTA in December 2017. This report assesses various CBC route options and recommends an Emerging Preferred Route (EPR) based on a multi-criteria analysis (MCA) of the potential options.

The potential long-term impacts of COVID-19 on mobility patterns are still emerging, however the need for high quality bus network system will remain a critical element of our transport network. Facilitating walking and cycling will also be vital in adapting to potential changes to mobility patterns as a result of the pandemic.

Issue 12: Loss of parking

Concerns were raised over the loss of private and public parking along the scheme. Generally, the loss of private parking was due to land acquisition as a result of road widening and the loss of public parking was due to the reallocation of parking spaces along the route for safer cycle facilities and a dedicated bus route. However, some submissions recognised that spaces had been reallocated for parking and loading along the scheme.

Concerns over the loss of private parking were raised as a concern by local residents and landowners who were directly impacted by the acquisition of land such as on Rathfarnham Road and Terenure Road East.

Local business owners and community members, particularly in Terenure and Rathmines Village, were concerned that the reduction of public on-street car parking spaces may negatively impact businesses. Further concerns were raised that the removal of loading bays might negatively impact businesses.

NTA Response to Issue 12

The impact on public parking and loading has been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members.

The PRO proposal has reduced the impact on parking in the villages of Terenure, Rathgar and Rathfarnham.

For instance, in Rathgar Village, 7 car parking spaces previously identified to be removed, will now be retained under the PRO proposals.

Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.

The interaction of cycle facilities with car parking has been carefully considered in the PRO to ensure the safety of all users with cycle tracks routed around the back of parking bays, which improves the ease of parking.

The potential impacts of the proposed scheme have been assessed as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 13: Alternative Options

Residents raised concerns that alternative options had not been fully explored, prior to design of the bus corridor. Residents considered there were more cost effective and simpler options, when compared to BusConnects. Alternatives, some of which considered peak hours, and the exception of non-resident or non-commercial vehicles included:

- Congestion charges in the city centre;
- Ban on private cars in the city centre;
- Restrictions on private cars on the M50;
- Increased parking charges in the city centre;
- Increased frequency of buses at peak hours;
- More efficient entrance/exit system;
- Cashless system of leap cards;
- Free travel for children;
- Park & Ride facilities;
- Bus Rapid Transit;
- Orbital Bus Routes;
- (Dublin South) Metro; and
- Extension to the LUAS.

Residents of Rathfarnham Road and Terenure Road East were concerned over land acquisition proposals and requested alternative solutions be explored, such as a one-way system, bus gate or bus priority signalisation system be put in place between Dodder Park Road and Brighton Road.

Some residents felt that that provision of one mode of public transport would not be enough to improve congestion and reduce journey times. It was noted that a multi modal solution would be required to alleviate congestion and reduce journey times.

NTA Response to Issue 13

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. This document identifies the Rathfarnham to City Centre corridor (referred to within the Strategy as Marlay Park - Rathmines) as an appropriate corridor for the development of a Core Bus Corridor. This strategy examined a number of options for this corridor, including rail, and determined that a Bus Corridor was the most appropriate solution.

In relation to specific points raised:

- Park and ride facilities and orbital bus routes are also being explored as part of the overall BusConnects programme. These would complement the proposals for Core Bus Corridors.
- Cashless fares and more efficient boarding and alighting are also being explored as part of the overall BusConnects programme.

3 Third Public Consultation (Nov-Dec 2020)

3.1 Overview

The third non-statutory public consultation on the updated draft PRO, ran from 4th November 2020 until 16th December 2020.

Every property owner potentially affected by the proposals was notified by post and a one-to-one meeting was offered in each case.

Copies of the CBC PRO consultation brochure were available to the public via the BusConnects website, could be sent by post on request, and were available for download from the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the Authority's website.

The public were invited to make written submissions relating to the Preferred Route consultation brochure. Submissions could be made by post or by email.

One to one phone calls were offered to affected landowners as part of the consultation period, in place of face-to-face meetings.

In addition, visitors to the virtual consultation rooms were provided with an opportunity to request a call back from the design team to discuss the scheme.

3.2 Information Provided in Public Consultation

Due to the continuing Covid-19 pandemic and associated Government restrictions, the third Public Consultation was held largely virtually.

As such, Virtual Consultation Rooms for each CBC were developed and published on the BusConnects website. These rooms provided a description of each Preferred Route from start to finish with supporting maps and included information of all revisions made, if any, since the previous rounds of public consultation as well as other supporting documents.

The CBC Information Brochure was available for downloading from the NTA's BusConnects website (<https://busconnects.ie>) and in the Virtual Consultation Room. Relevant background technical reports were also available for downloading from the NTA's BusConnects website.

The Public Consultation documentation provided information about the work that has been carried out as part of the BusConnects Core Bus Corridor Study.

Additional information was provided on the official BusConnects website:

<https://www.busconnects.ie/initiatives/core-bus-corridor-project/>

The additional supporting information on the website included:

- Draft Preferred Route Option Report – November 2020
- Proposed Approach to Environmental Assessment – November 2020
- Draft Transport Modelling Report – November 2020
- BusConnects Dublin Core Bus Corridor Projects, Corridor 12 - Rathfarnham to City Centre, Emerging Preferred Route - Public Consultation Report 2018/2019;
- Rathfarnham to City Centre Core Bus Corridor – CBC Feasibility Study and Options Assessment Report – Route Options Assessment Report incl. Appendices;
- Architectural Heritage Overview of the Rathfarnham to Rathmines CBC, Dublin Report incl. Appendices;
- Concept Scheme Drawings for the Emerging Preferred Route (EPR); and
- Concept Scheme Drawings for the Draft Preferred Route Option (PRO).

3.3 Approach to Assessing the Submission

The review of the submissions commenced in December 2020 once the consultation period had closed. The NTA received **949** submissions for the Rathfarnham to City Centre preferred route option, from the 4th November 2020 until the 16th December 2020. Most entries were digital (email), however, some paper bound entries were posted to the NTA. Some were received in the form of petitions with multiple signatures, and some petitions were submitted in the form of the same submission under a different name or on behalf of a private/public body such as a community or residents association.

All submissions were entered into a database and assessed.

3.4 Analysis of Issues Raised by Section

This Core Bus Corridor was divided into five sections, and the issues raised in each submission were entered and categorised in the database by geographical section, by issue type and comment type. The five sections were;

- Section 1: Rathfarnham to Dodder Park Road (incl. alternative cycle route along the Owendoher River and River Dodder);
- Section 2: Dodder Park Road to Highfield Road;
- Section 3: Highfield Road to Grosvenor Road;
- Section 4: Grosvenor Road to Grand Canal; and
- Section 5: Grand Canal to Dame Street.

In addition to the five sections, submissions were also categorised as relating to 'The Entire Scheme' where the submission referred to multiple areas, or the scheme as a whole.



Figure 4: Rathfarnham to City Centre Core Bus Corridor Map

The section attracting the most comments was Section 2 ‘Dodder Park Road to Highfield Road’, which received 32% of submissions. Section 1 ‘Rathfarnham to Dodder Park Road’, and the ‘Entire Scheme’ which captured comments which raised issues about multiple sections of the route, received the second most submissions, accounting for 27% of submissions each.

The distribution of submissions across the various sections of the scheme can be seen in Figure 5 and Table 4.

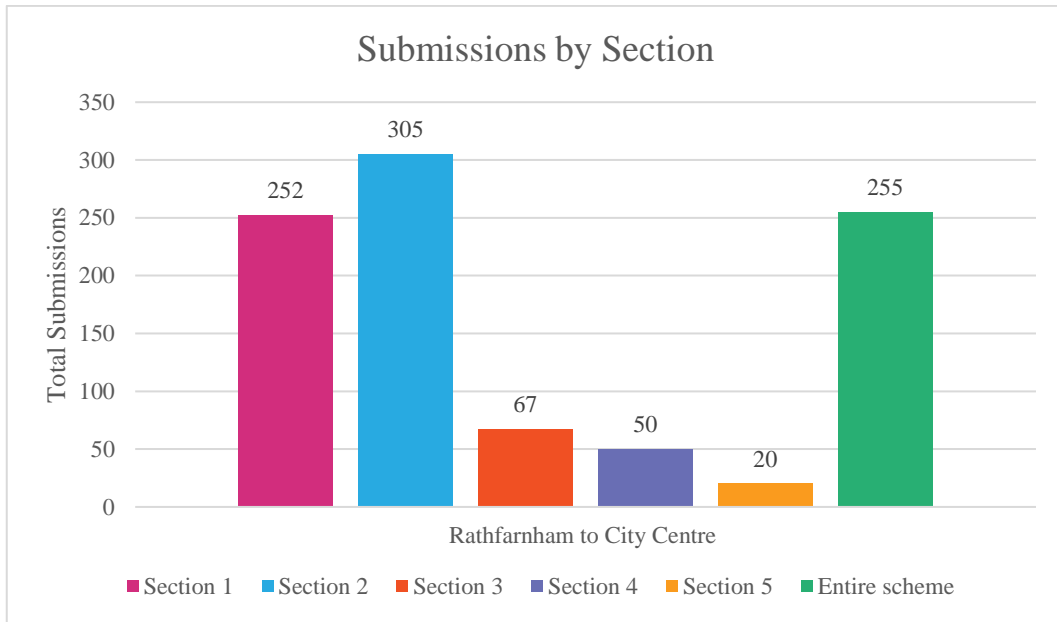


Figure 5: Distribution of Submissions per Section of the Rathfarnham to City Centre Core Bus Corridor

Table 4: Number of Submissions per Section of the Rathfarnham to City Centre Core Bus Corridor

Section	Number of Comments	Percentage
1: Rathfarnham to Dodder Park Road	252	27%
2: Dodder Park Road to Highfield Road	305	32%
3: Highfield Road to Grosvenor Road	67	7%
4: Grosvenor Road to Grand Canal	50	5%
5: Grand Canal to Dame Street	20	2%
The Entire Scheme	255	27%
Total Assessed	949	100%

3.5 Profile of Those Making Submissions:

Of the submissions received:

- 83% were from residents of the study area who are not directly impacted by the scheme and typically referred to local matters;
- 5% were from landowners of houses that are directly impacted, for example by loss of parking, or land acquisition;

- 1% were from interested parties, including commuters and residents who do not live in the study area but have an interest in the scheme;
- 6% were from representative bodies or associations, and mainly address community-focused issues;
- 2% were from businesses and institutions located in the study area, and mainly address specific impacts of the scheme;
- 1% were from public bodies, addressing infrastructure issues (including South Dublin County Council, An Post and Trinity College); and
- 2% were from politicians, addressing issues in the study area.

3.6 Themes Raised in the Submissions

All **949** of the submissions received by the NTA were reviewed and the issues raised were categorised, summarised and analysed. A total of 8 main themes were identified during this review process. The frequency of each of these themes has been listed below in Table 5. Further information on specific issues raised within the submissions has been provided in the following sections. Appendix A provides in-depth listing of the various issues raised in each section.

Table 5: Frequency of Themes raised through the Submissions

Theme	Frequency of Comments
Accessibility/ Traffic Impact	771 comments
Integration / Bus Network	291 comments
Land Acquisition	343 comments
Safety	542 comments
Environmental Issues	464 comments
Social Impact	488 comments
Economy / Impact on Local Business	185 comments
Heritage	216 comments

3.7 Summary of The Main Issues Raised

This section identifies the key issues raised in the third the public consultation process. The Authority have established the validity of the concerns, the potential consequences for the project, and determined how best to address the issue and /or mitigate the negative impact.

While a variety of matters were raised in the submissions, the key issues related to the project are as follows:

1. Inadequacies in Consultation Process;
2. Pedestrian Safety;
3. Cyclist Safety;
4. Traffic Issues Associated with Proposed Traffic Management Measures;
5. Supportive of Scheme;
6. Proposed Land Acquisition;
7. Protected Structures;
8. Removal of Trees;
9. Increased Air and Noise Pollution;
10. Loss of Access to Local Amenities;
11. Need for Scheme;
12. Loss of Parking;
13. Alternative Solutions;
14. Impact of Covid-19; and
15. Location of Bus stops

The nature of the issue, and the proposed NTA response to it, is covered in the following sections.

Issue 1: Inadequacies in Consultation Process

New concerns were raised during the 3rd Public Consultation (PC3) as listed below:

- Another community forum should be held for those who could not attend due to Covid-19 restrictions or otherwise. There have also been many requests for an extension to the Public Consultation period as it was too short, poorly timed over the holiday period and also difficult to meet in groups to review the information and make submissions due to the pandemic.
- Some also requested that the whole scheme should be redesigned due to changes brought on by the pandemic, such as an increased number of people working from home resulting in potentially less people commuting in the future.
- Others have said that there was a slow response to submissions that were requesting further information or clarification on aspects of the plans.
- Regarding the virtual consultations and community forums some have said this was unreasonable as some residents may not be computer literate or have access to a computer.

- Those who did attend have expressed disappointment that they did not have enough time to speak and some only getting one minute to speak and not being allowed to discuss routes or engage in a debate with the panel.
- Residents of various areas along the route and on local roads surrounding it have said they have not or have inadequately been consulted or contacted. Some have requested to get physical copies of the plans that will affect them but did not receive them.
- Some have argued that the artificial separation of the bus corridors does not conducive to a holistic approach to the design of a city-wide scheme and that the separation of the scheme into the 16 different corridors leads to conflict between each route which is not been considered or assessed.
- Some residents stated that insufficient traffic assessments information was presented making it difficult for them to make a full appraisal of the effects of the scheme proposals.
- Many residents noted that the process of everything being online and digital disproportionately affected older people and people that were not as comfortable with technology.

NTA Response to Issue 1

The NTA held the third non-statutory public consultation due to the difficulties arising in the second non-statutory consultation process because of the Covid-19 pandemic. Community forums, resident meetings and stakeholder's meetings were all held online. Virtual consultation rooms were set up during the consultation process so that viewers could peruse the latest documents from the safety of their own homes. This facility allowed the public to access the updated draft PRO maps, timelines and any revisions made, since the last round of consultation, including information relating to the Environmental Impact Assessment Process, the Traffic Assessment carried out to date and a draft Preferred Route Option Assessment Report.

As part of this third non-statutory public consultation this CBC received **949** submissions for the Rathfarnham to City Centre CBC. There have also been a number of both one-to-one meetings and meetings with residents' groups during the development of the PRO

Finally, the statutory public consultation process will be followed as part of the preparation of a planning application for the scheme.

Issue 2: Pedestrian Safety

New concerns were raised during the 3rd Public Consultation (PC3) as listed below:

- Residents of St. Marys Avenue expressed concerns over the introduction of a quiet street treatment on their road citing that the road is unsuitable for carrying large volumes of cyclists as it is a narrow road with on street parking. Residents were concerned for the safety of all road users in the event that the proposal would be progressed.

- Residents of Owendore Crescent expressed a number of concerns about the proposed alternative cycle route in Rathfarnham. The main concern noted was safety of pedestrians in the Owendore Crescent area, in particular those who use the green amenity area, through which the cycle track is proposed. It was also of concern to residents in this area that the proposal would remove a portion of this amenity area making it unsafe for the many residents who use the area for a variety of purposes. Residents were also concerned over the potential for anti-social behaviour as a result of increased permeability through the area.
- Residents in Woodview Cottages expressed concern about the quiet street treatment in their locality and streets and are concerned for potential collisions between pedestrians and cyclists. They are also concerned with the potential for increased cycle traffic. They are concerned that fast moving bikes on narrow and currently quiet streets pose a safety risk for residents, especially elderly residents and children. They were concerned that this issue would be exacerbated by a blind corner on their road.
- Concerns have been raised in relation to the speed of bicycles on off-road cycle tracks as they could pose a threat to pedestrian safety.
- The faculty of a local school in Terenure are concerned for the student's safety with the increased number of bus traffic on roads such as Terenure Road North, and Harold's Cross Road.
- Several residents highlighted that current pelican crossings on each arm of Terenure Cross are inadequate and not user friendly.
- The safety of pedestrians, in particularly children and elderly pedestrians, was raised by a number of residents due to reduced pavement widths, cycle lanes, increased road widths and increased traffic and bus volumes. As well making existing quiet roads where children play into multi use cycle lanes
- Some submissions noted that measures to protect the safety of children (from cyclists) at bus stops outside schools should be implemented.
- Some submissions expressed concerns that pedestrian exposure to CO₂ and other pollutants may increase due to increase of vehicles in particular diesel buses.
- Residents were concerned that the proposed alternative cycle route in Rathfarnham would be secluded and encourage anti-social behaviour.
- Some submissions raised concern over the layout of the Exchequer Street/South Great George's junction and suggested that a zebra or pelican crossing should be implemented.
- Many residents were concerned that many footpaths would be made narrower under the proposed scheme.

NTA Response to Issue 2

In response to issues raised, a number of sections along the route were amended as part of the PRO to provide enhanced provision for pedestrians and vulnerable road users. Key design development changes are:

- Between St. Mary's Avenue and Rathdown Park, it is no longer proposed to provide an offline cycle route due to environmental concerns at the bridge crossings proposed thus removing the pedestrian safety concerns noted in these areas.
- On Terenure Road East at Terenure Cross, it is proposed to utilise bus priority traffic signals to provide bus priority, allowing for the existing footpath widths in this location to be increased. It is also proposed to realign pedestrian crossings to better align with pedestrian desire lines at this junction.
- A new pedestrian crossing is now proposed on Terenure Road East, just west of Brighton Road, to provide an additional safe crossing point for pedestrians in the area.
- A new pedestrian crossing is now proposed on Rathgar Road, just south of Wesley Road, to provide an additional safe crossing point for pedestrians in the vicinity of the retail units in this part of Rathgar as well as providing better access to the new bus stop location.
- Within Rathmines Village, the proposed bus gate allows for enhanced pedestrian provision within the village centre, including widened footpaths.
- A number of traffic management measures are proposed along the route including the bus gate in Rathmines, the proposed one-way inbound general traffic regime on Rathgar Road, the proposed one-way outbound general traffic regime on Camden Street, which will reduce the through traffic utilising the route and as such provide a better environment for pedestrians and cyclists. In some locations, these proposals allow footpath widths to be increased.
- The junction of Rathmines Road Upper, Rathgar Road and Rathmines Road Lower has been significantly altered to better provide for safe pedestrian movements as well as an enhanced public realm.

In the PRO, island bus stop layouts have also been incorporated as the preferred arrangement for bus stops where they interact with a cycle track where space is available. Where space is constrained, cycle movement through bus stop locations would be managed through the provision of signage and markings, tactile paving and alignment changes to the cycle track.

Issue 3: Cyclist Safety

New concerns were raised during the 3rd Public Consultation (PC3) as listed below:

- A number of submissions were received in relation to the safety of the alternative cycle route in Rathfarnham. These included:

- Concern that the proposed route would not be used as it is not a direct commuter route and would be c. 30-35% longer than the most direct route along Rathfarnham Road;
 - Concern that the proposed route would introduce safety issues in particular conflicts between cyclists and pedestrians or vehicles on St. Mary's Avenue, Owendore Crescent, Woodview Cottages and Rathdown Park. Concerns were also raised in relation to intended speed mitigation measures, as residents are concerned that fast travelling cyclists will impair pedestrian safety.
 - Concern that the proposed route would have poor lighting and have very little passive surveillance resulting in potential for personal security concerns for pedestrians and cyclists using the route.
- Concerns have been raised that the cycle lanes at the Rathmines Upper/Lower junction will not be used and that cyclists will just stick to the road to save time.
 - Several submissions highlighted that the proposed loading bay outside Supervalu will place cyclists coming from Highfield Road onto Rathgar Road in a blind spot for vehicles leaving the bay which will impair cyclist safety
 - A number of submissions raised concern over cyclists not obeying the rules of the road, suggesting they should be identifiable with number plates and have adequate insurance like other road users.
 - Some submissions suggested that a 2-way cycle track be explored on Camden Street / Aungier Street / Georges Street.
 - Residents of Terenure raised concern over the lack of safe cycling facilities at Terenure Place and Terenure Road East. Particular concerns were raised in relation to the right-turn from Rathfarnham Road onto Terenure Road East and how that may impact local school children commuting to/from school.

Residents of Rathfarnham Road voiced their concerns over the lack of cycling facilities between Main Street and Rathdown Park. Residents state they will be forced to compete with buses for road space.

NTA Response to Issue 3

In response to issues raised, a number of sections along the route were amended as part of the PRO to enhance provision for cyclists. Key design development changes are:

- Between St. Mary's Avenue and Rathdown Park, it is no longer proposed to provide an offline cycle route due to environmental concerns at the bridge crossings proposed. Cyclists will now be facilitated online through a combination of dedicated cycle tracks and shared bus lanes.
- Island bus stops have been introduced into the scheme as standard where space is available to provide them.

- Protected junctions have been provided where practicable at a large number of junctions in order to include physical separation between cyclists and motorists at junctions and improve safety e.g. Rathfarnham Road/Rathfarnham Wood, Rathfarnham Road/Dodder Park Road, Rathgar Road/Grosvenor Road.
- Parking protected cycle tracks have been introduced into the scheme as standard where space is available to provide them such as Grange Road/Nutgrove Avenue, Rathgar Road/Rathmines Road Upper, Rathmines Road Upper/Rathmines Road Lower and Cuffe Street/Wexford Street.
- At Terenure Cross, an alternative cycleway is proposed along Terenure Road North and Harold's Cross Road providing a continuous segregated facility for cyclists accessing the city centre linking to the Kimmage to City Centre CBC in Harold's Cross. This facility provides an alternative route for north-south cyclists which would otherwise seek to use Terenure Road East, where segregated cycle tracks are not practicable.
- An alternative cycle route is proposed between Rathfarnham Road and Rathgar Road via Bushy Park Road, Wasdale Park, Victoria Road, Zion Road and Orwell Road through a combination of dedicated cycle tracks and quiet street treatments. This facility provides an alternative route for east-west cyclists which would otherwise seek to use Terenure Road East, where segregated cycle tracks are not practicable.
- Within Rathmines Village, the proposed bus gate allows for the provision of high-quality segregated cycle tracks through Rathmines.
- A number of traffic management measures are proposed along the route including the bus gate in Rathmines, the proposed one-way inbound general traffic regime on Rathgar Road, the proposed one-way outbound general traffic regime on Camden Street, which will reduce the through traffic utilising the route and as such provide a better environment for cyclists.

Issue 4: Traffic Issues Associated with Proposed Traffic Management Measures

New concerns were raised during the 3rd Public Consultation (PC3) as listed below:

- Residents raised concerns that restriction to general traffic along Templeogue Road will result in Rathdown being used as a rat-run, in particular Rathdown Park.
- Residents raised concerns over the introduction of right-turn from Rathfarnham Road onto Terenure Road East for buses, taxis and cyclists. They note that it will contribute to an already complex junction and shorten the phase time for vehicles coming from Terenure Road West. They also raised concerns about the lack of provisions of cyclists stating that it will have huge safety implications for cyclists, especially school children.
- Faculty of a local school highlighted their concerns about the introduction of right-turn onto Terenure Road East from Rathfarnham Road.

Concerns were raised that the proposals will inhibit school children from being able to cross the road and that drop off / collection of students will be made more challenging under current proposals.

- Residents of Castlewood Avenue were concerned that the published draft modelling results were showing significant increase in traffic on Castlewood Avenue as a result of the proposed bus gate in Rathmines.
- Some submissions noted concern that traffic being redirected to Ranelagh would create significant congestion.
- Many residents submitted that 24/7 bus lanes or bus gates are not required as its only during peak times that there are congestion issues
- Many submissions noted that bus gates and main line restrictions would cause traffic to move onto side road that are already suffering from rat running and/or congestion and they cannot take more traffic volumes.
- Some submissions noted that there is no legislation for the use of cameras to enforce traffic management measures (e.g. turn bans, bus gates) at the moment.
- Some residents in Terenure noted the need for Terenure Cross traffic signals need to be optimised to avoid tail backs due to right turning buses. They are concerned that changes to the junction will result in increased congestion.

Some submissions submitted that the NTA needs to prove that increase in vehicles is not going to increase congestion on roads surrounding the proposed scheme.

- Residents of Highfield Road noted concerns over rerouting outbound traffic through Rathmines Road Lower and Highfield Road. Residents stated that Highfield Road will drastically increase traffic volumes, causing congestion and total gridlocks. It was also highlighted that the proposals of redirecting traffic through Highfield doesn't consider the impact on cars, taxis and ambulances travelling to St. Luke's Hospital. Some submissions noted concern about the potential for removal of speed bumps on Highfield Road;
- Some submissions raised concerns that traffic traveling to Templeogue and Tallaght would no longer be able to travel down Rathgar Road;
- Concerns raised in a number of submissions for the potential for traffic to be rerouted to Garville Road and Frankfort Road;
- It was noted in some submissions that already experiences high levels of traffic during peak hours and that traffic management measures proposed as part of the scheme will increase traffic volumes on Rathdown Park and Rathdown Drive.
- Some submissions noted concern that the bus gate on Templeogue Road and Lower Kimmage Road would redirect traffic through Terenure Road West adding to the already high levels of traffic on that road.
- Concerns were raised that traffic travelling towards the city centre would be redirected towards Harold's Cross resulting in increased traffic volumes in this area;

- Residents in Rathmines voiced their concern about proposed bollards at Mountpleasant Avenue Lower. The main factors for concern are increased traffic volumes at Bannaville and Mountpleasant Terrace associated with outbound traffic travelling to Ranelagh. Residents of Mountpleasant Upper also noted that they will be forced to circulate through Castlewood Avenue and Ranelagh Road to reach the Canal.
- A resident highlighted their support for bollards at Mountpleasant Avenue Lower however; raises concerns that restrictions at Mountpleasant will shift traffic through Bannaville and place residents and children commuting to school at risk. The submission noted that Bannaville already experiences high levels of HGV.
- Residents of Fergus Road raised several existing and potential concerns associated with the CBC.
 - Exiting and entering Fergus Road from Rathfarnham Road is dangerous due to poor visibility caused by on-street parking.
 - Concerned over increase in traffic and speeding on Fergus Road, states there are currently no speed mitigation measures in place.
 - Believes the no-right turn from Templeogue Road will be ignored by drivers wishing to cut into Rathfarnham Road.
 - Residents of Fergus Road believe that the above-mentioned factors will deprive them of a safe environment, most notably for children and elderly.
 - Several submissions recommended changing Fergus Road into a cul-de-sac with entrance at Rathfarnham Road.
 - Access to local services will be impacted due to traffic rerouting and redistribution.
- Many residents raised concerns that their access between Terenure and the M50 via Templeogue would be cut off due to the bus gate.

NTA Response to Issue 4

A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network including measures to mitigate impacts of traffic re-routing onto residential streets. The proposed traffic management measures, in combination with a more reliable bus service and enhanced cycle facilities would facilitate a modal shift for the corridor, and reduce through commuter traffic.

The traffic re-distribution impacts of the scheme on the surrounding road network, outside of the main CBC route, have been assessed as part of the transport modelling investigations, with appropriate treatment and/or mitigation measures provided where necessary to address concerns regarding through traffic re-routing to side roads. Key measures included in the Proposed Scheme include:

- On Terenure Road East at Terenure Cross, existing built form close to the carriageway restricts the available cross-sectional width. It is proposed to utilise bus priority traffic signals to provide bus priority through this section.
- It is proposed to ban the right turn from Greenmount Road to Terenure Road East in order to mitigate anticipated rat running using Greenmount Road.
- It is proposed to ban the right turn from Kimmage Road Lower to Aideen Road in order to mitigate anticipated rat running using this route as a result of the proposed scheme.
- A one-way inbound general traffic regime is proposed on Rathgar Road, with through traffic directed to Rathmines Road Upper and Highfield Road. In addition, the reintroduction of right turn movements from Rathmines Road Upper to Highfield Road and from Highfield Road to Rathgar Road have been included to mitigate the impacts on local access as a result of the proposed one-way on Rathgar Road
- A bus gate is proposed in Rathmines Village between Richmond Hill and Lissenfield restricting through traffic through the village. A number of turning bans are being considered on surrounding residential streets to mitigate impacts of redirected traffic.
- Re-introduction of two-way traffic on Mountpleasant Avenue Upper through the use of a signalised shuttle system, to better facilitate local access in Rathmines by car and mitigate impacts as a result of the proposed bus gate.
- It is proposed to ban the right turn from Cullenswood Road to Ranelagh Road to mitigate the increase in traffic on Castlewood Avenue as a result of the bus gate in Rathmines. A number of additional turn bans are also proposed in the surrounding area to complement this proposal.
- It is proposed to close Lennox Street to traffic at the junction with Richmond Street South to mitigate against increased traffic volumes on this street if left as it currently is.
- A one-way outbound general traffic regime is proposed on Camden Street, with through traffic directed to Harcourt Street.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 5: Supportive of the Scheme

For the third round of public consultations, many submissions noted support for the scheme. Some of the specific items supported include:

- General support was noted for measures which prioritised the movement of buses, cyclists and pedestrians, even if this resulted in impacts on the movement of cars. Specifically, support was noted for the Rathmines bus gate, one-way system on Rathgar Road, one-way system on Camden Street and use of bus priority signals. A number of submissions included suggestions for use of these type of measures in other locations along the route;
- General support was received for the attempts to significantly improve cycle facilities. In particular support was noted on the implementation of island bus stops and improved segregation for cyclists generally.

NTA Response to Issue 5

The NTA welcomes this positive feedback and support of specific changes made to the scheme in response to submissions from the public. The NTA will continue to engage with the public through the statutory consultation process to facilitate the development of a scheme that maximises the benefit to all.

Issue 6: Proposed Land Acquisition

Many residents, particularly those on Rathfarnham Road and Terenure Road East raised concerns about the acquisition of private land to deliver the scheme.

Particular concerns that were mentioned included increased air and noise pollution, increased stress and impact on health as a result, reduction in private parking, reduction in safe access to property, reduced trees, vegetation and garden space, privacy and security concerns, potential impacts on historic/ Victorian/ protected buildings, and potential impacts on boundaries, railings and walls. Some residents also raised concerns over the possible devaluation of their property, as a result of compounding impacts.

Many residents submitted that land acquisition was not necessary, and the CBC can be achieved without CPO's. Many offered suggestions as to how this could be achieved including use of bus priority signals on Rathfarnham Road and an outbound bus gate on Rathfarnham Road.

Some affected residents are concerned that their newly renovated homes would be destroyed. Historical homes along the route are required to be renovated keeping with the traditional style and sometimes using the traditional methods and specialist builders, this includes the boundary walls. Residents are concerned about the cost of these methods now that these plans will come and remove or relocate these walls.

NTA response to Issue 6

The design has sought to minimise impact on adjacent properties and driveway access. In response to issues raised during the public consultations, a number of sections along the route were amended in the PRO, many of which reduced the impact on private properties. The PRO proposes amendments to some sections referred to in the submissions, with the following key design developments of particular note:

- On Rathfarnham Road between Main Street and Terenure Cross, the design has been amended to reduce the impact on property through a combination of shared bus/cycle lane and sections of shared bus/traffic lanes with bus priority being managed through bus priority signals. This has removed any need to increase driveway gradients.
- On Rathfarnham Road between Rathdown Park and Bushy Park Road it is proposed to manage bus priority through bus priority traffic signals, removing the impact on a number of private properties in this area.
- An alternative cycle facility is proposed utilising Terenure Road North and Harold's Cross Road linking to the Kimmage to City Centre CBC at Harold's Cross. The impacts on private properties Terenure Road East have been significantly reduced due to this design development.
- A one-way inbound general traffic regime is proposed on Rathgar Road, with through traffic directed to Rathmines Road Upper and Highfield Road. As such, no land acquisition is required along Rathgar Road.

In total, the PRO proposals reduced the number of properties impacted by 144 properties and reduced the extent of impact on an additional 35 properties when compared to the EPR proposals.

Where land acquisition is required, the NTA are continuing to engage with landowners impacted by the proposed scheme. This engagement process will seek to agree measures, whether financial and/or physical, to mitigate the direct impact of the proposed scheme.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 7: Protected Structures

Residents raised concerns about the loss of heritage and culture of Dublin suburban streetscape, and particularly on protected properties. There have been several submissions highlighting that many buildings in Terenure and Rathgar are built on foundations that don't meet modern standards. Residents are concerned that increased levels of vibrations from buses will negatively impact the properties structural soundness.

Residents are concerned about heritage boundary walls that have previously been very costly to maintain being relocated or moved.

NTA Response to Issue 7

In response to issues raised during the public consultations, a number of sections along the route were amended as part of the PRO, many of which reduced the impact on protected structures.

The PRO proposal includes for the provision of alternative cyclist facilities along Terenure Road North, connecting to the Kimmage to City Centre CBC as well as restricting traffic along Rathgar Road to one direction. As a result, the impact on the curtilage of protected structures within this corridor section has been significantly reduced as follows:

- All existing protected structure boundaries along Rathgar Road will not be modified; and
- All existing protected structure boundaries on the northern side of Terenure Road East between Brighton Road and Rathgar Avenue between will not be modified;

In addition, the design development has removed the need to encroach on War Memorial Hall on Rathfarnham Road further reducing impacts on heritage.

In total, the PRO proposals have reduced the number of protected structures impacted by approximately 80 structures.

The potential heritage impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 8: Removal of Trees

Many residents raised concern over the removal of vegetation along the Dodder and Owendore rivers to facilitate the alternative cycle route and proposed bridges. They state that the quiet nature of this environment attracts wildlife and the riparian vegetation serves as a natural flood relief measure.

Resident highlighted that the riverbanks are home to a wide variety of wildlife and vegetation protected under Irish Wildlife Act including kingfishers, badgers, herons, otters and bats. Residents were concerned that the removal of trees and vegetation would disturb the natural habitat of these protected species. Residents also noted concern that given the spatial constraints, whether it was even possible to build the bridges along this route without substantial impact beyond the footprint of the bridges.

The residents of Owendore Crescent noted concern that the construction of the scheme in the area would disturb the Japanese Knotweed identified in the area causing an increased spread of this invasive species.

Some residents on Terenure Road East noted concern for removal of trees in this area and noted that a request for a Tree Protection Order had been submitted to DCC for consideration.

NTA response to Issue 8

The NTA recognises the environmental, visual and amenity value of trees, foliage and planting in the urban landscape. However, this is being balanced against the requirement to provide sustainable means of moving people around the city-region.

Hence, the NTA is committed to sustainable transport, and also to appropriate planting in the urban realm for visual and environmental purposes. A full planting scheme has been designed and would be included as part of the CBC works. The planting scheme would optimise the public realm and environmental benefits, while minimising the maintenance requirement and impact on public lighting.

The NTA has acquired the services of an expert arboriculturist to assess the trees on the CBC. The impact on trees has been accurately quantified during the preliminary design stage, with a greater number of trees proposed to be planted than would be removed.

In response to issues raised during public consultation, a number of sections along the route were amended in developing the PRO, and a key outcome of many of these design interventions is the retention of a significant number of existing trees which were previously identified for removal. Within the PRO proposal, along with general retention of trees where possible, amendments have been made on certain sections referred to in the submissions, with the following outcomes:

- It is no longer proposed to provide the alternative cycle route along the Owendore River and the River Dodder negating the need for removal of trees in this area.
- All existing trees within private curtilage along Rathgar Road will now be retained; and
- All existing trees within private curtilage on the northern side of Terenure Road East between Ferrard Road and Rathgar Avenue previously identified for removal, will now be retained.
- Reduced land acquisition along Rathfarnham Road has reduced the number of trees being impacted by the scheme.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 9: Increased Air & Noise pollution

Residents were concerned that potential removal of trees, increased traffic levels, and the reduction of garden/driveway space could result in increased air pollution and noise pollution. This issue was particularly apparent with regards to Rathfarnham Road and Terenure Road East.

Land acquisition, as a result of road widening was noted as a concern, due to the potential reduction in space between properties and vehicle traffic. In addition, residents were concerned that a wider road could facilitate larger volumes of traffic. Combined, residents were concerned that this could result in increased noise and air pollution.

Residents were concerned for the noise and vibrations caused during the construction stage. Additional concerns that possible increased noise levels would impact the sleep quality and daily activities of residents was also raised.

A resident raised concerns that proposals might result in increased air quality, to the point that it could potentially breach the EU Air Quality Directive.

Residents of Rathfarnham raise concerns over noise levels from construction of Dodder bridge crossing and the implications on local wildlife.

Residents have raised concerns of the noise of pedestrian crossings outside their houses and the disturbance that they will cause.

Residents were concerned that majority of the buses in Dublin are diesel engines and increasing the number of these vehicles would have negative effects on the air quality with major concerns around schools.

NTA Response to Issue 9

The proposed scheme would generally reduce traffic capacity along the CBC route, with a modelled forecast of reduced flows on the CBC - which would assist in reducing the overall noise and air quality impacts of through-traffic. Local traffic management measures for the area, such as turn bans on Greenmount Road into Terenure Road East, are also proposed to ensure that through-traffic movement on local side streets is minimised.

In respect of the effect of trees on noise, individual trees do not provide any significant noise abatement, although they can provide a visual screen which helps from a noise perception perspective. Notwithstanding this, significant effort has gone into retaining as many existing trees as possible and in many cases, additional trees have been retained along the scheme since the EPR proposals. The overall impact on trees is that the Proposed Scheme will include a greater number of trees to be planted than would be removed.

An Environmental Impact Assessment Report (EIAR) has been prepared for the proposed scheme and submitted as part of the planning application. The EIAR includes an assessment of potential noise and air impacts due to redistribution of traffic. The assessment contains projected air pollution and noise levels for comparison with existing levels and with relevant limit values. These impacts will be taken into account by An Bord Pleanála in their assessment of the scheme.

Issue 10: Access to property

Residents of Owendore Crescent raised concern that the proposed off-road cycle track will eliminate the grassland recreational area in their estate. These residents also highlighted that lorries / waste collection vehicles currently have to reverse into the estate and believe the cycle track will exacerbate the issue.

Many residents raised concerns over ability to access their property safely due to the presence of proposed bus and cycle tracks outside their property. In addition, concerns were raised by some directly impacted landowners over their ability to turn vehicles within their driveway which would be shortened due to proposed land acquisition. Some residents also raised concerns over increased gradients in their property following land-acquisition.

NTA Response to Issue 10

A comprehensive traffic management plan (e.g. suite of turn bans, directional signage strategy, sections of one-way traffic operation on local streets) has been devised to manage traffic on the road network to manage traffic on the road network while ensuring that access to all essential amenities such as schools, hospitals and sports facilities is retained. Access to these amenities by car will still be feasible, however motorists may have to take new routes to continue to use their private vehicles to access these amenities.

The potential impacts of the proposed scheme have been fully quantified as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 11: Need for the Scheme

New concerns were raised during the 3rd Public Consultation (PC3) as listed below:

- A number of submissions noted that Covid-19 could potentially alter the structure of traffic congestion, travel patterns and methods of travel in the city, due to an increase in working from home. Residents were concerned that BusConnects proposals are no longer relevant, following on from Covid-19, due to likely permanent changes in travel patterns. Some residents were concerned that financial costs to the state following Covid-19 could potentially result in a need for investment in the health sector, rather than the transport sector.
- A number of submissions submitted that the proposed scheme should be replaced by a metro service.

NTA Response to Issue 11

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. The strategy is fundamental to addressing the congestion issues in the Dublin region with the population due to grow by 25% by 2040. This document identifies the. The aim of the CBC Infrastructure Works is to provide enhanced walking, cycling and bus infrastructure, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The policy context for the corridor is set out in the ‘Rathfarnham to City Centre CBC Feasibility Study and Options Assessment Report’ prepared on behalf of the NTA in December 2017. This report assesses various CBC route options and recommends an Emerging Preferred Route (EPR) based on a multi-criteria analysis (MCA) of the potential options.

The potential long-term impacts of COVID-19 on mobility patterns are still emerging, however the need for high quality bus network system will remain a critical element of our transport network. Facilitating walking and cycling will also be vital in adapting to potential changes to mobility patterns as a result of the pandemic.

Issue 12: Loss of parking

Some residents raised concern that commuters from outside of suburbs would park on residential streets in Rathfarnham / Terenure to get the bus into the city centre. This is noted to be an existing issue but there is concern it will be exacerbated into the future.

Business owners are concerned that the removal of on-street parking will affect business due to reduced accessibility.

NTA Response to Issue 12

The impact on public parking and loading has been reviewed, with alternative options considered where feasible to minimise and/or mitigate any impact on local business owners, residents and community members.

The PRO proposal has reduced the impact on parking in the villages of Terenure, Rathgar and Rathfarnham. For instance, in Rathgar Village, 7 car parking spaces previously identified to be removed, will now be retained under the PRO proposals.

Continued use of on-street parking on local side roads and private and public off-street parking would provide resilience with respect to local parking provision.

The interaction of cycle facilities with car parking has been carefully considered in the PRO to ensure the safety of all users with cycle tracks routed around the back of parking bays, which improves the ease of parking.

The potential impacts of the proposed scheme have been assessed as part of the EIA process which has been carried out by the NTA during the preparation of a planning application for the scheme. These impacts will be considered by An Bord Pleanála in its assessment of the scheme.

Issue 13: Alternative Options

A number of new suggestions were made in submissions as part of PC3 as listed below:

- Some residents would welcome the idea of the CBC being extended out to Ballyboden along Willbrook Road.
- Resident of Owendore Crescent highlighted their concerns over loss of recreational green and would welcome the idea of cycle track running along St. Marys side of the river instead until reaching green patch at Owendore Crescent at which point it could cross the river.
- Multiple submissions suggested deploying a series of low-cost measures to evaluate the impact of this package. The following suggestions were made:
 - Introduce a cashless system
 - Introduce heavy fines for drivers which encroach illegally on the present bus lanes - suggests buses should have cameras to provide evidence of the offence

- Provide more buses at peak times
- Consider staggering start time for schools
- Independent traffic management consultants to be hired to examine traffic flow around the city especially at poorly managed traffic light synchronisation and adjust where delays and queueing builds up.
- Introduce mandatory school bus transport
- congestion charges
- Park and ride facilities
- Deploy a specific corps of traffic management staff to get to grips of poor driving habits
- Residents of Rathfarnham Road and Rathfarnham Road resident association submitted the following alternatives for road widening.
 - Maintain a status quo with respect to road width with bus priority signalling and traffic management measures
 - Residents association submitted an alternative ‘three lane solution’ for Rathfarnham Road (Including a general layout drawing for reference). They stated their main objective is to provide free flowing buses inbound and outbound during peak times, to preserve urban realm, character of area and to avoid road widening.
 - Inbound; Suggest a dedicated bus lane is introduced from Texaco to Brookvale connecting to existing bus lanes at both ends – To achieve this cycle lanes will have to be removed.
 - Outbound; Suggests a mixture of dedicated bus lanes and shared common lanes where bus lanes will have priority at peak times. Recommends this new lane starts across from house #109.
 - Outbound; Suggest bus priority lights are installed at the above location (#109) and recommends they are synchronised with other traffic light to provide free flow. This shared lane will continue up to Texaco where it will become a dedicated bus lane.
- Some residents suggest that given legislation change is required to permit the planned traffic enforcement cameras, technology and legislation should be used to permit local access via number plate recognition.
- Residents welcome the proposals to introduce a 30KPH speed limit at Templeogue Road and recommend that it is extended to south of Pearse Bridge.
- Residents recommends enhancing cycle lanes from Rathgar village as far as the Dodder River (Not just turning off at Zion Road) and a cycle lane along Orwell Park Road.
- A suggestion was made to provide a cul-de-sac on Wynnfield Road in Rathmines.

- Many submissions noted that Metro should be considered either instead of, or in tandem with the scheme
- Residents of Palmerstown Road voice their concern about the removal of the 140-bus route. Rathmines Road Upper can be a very long walk from Palmerstown Road for the elderly and vulnerable. The following suggestions have been made on the topic:
 - Proposed 80-bus route continues straight past Highfield Road towards Palmerstown Park, Palmerstown Road, turns left at Cowper Road and continues as planned.
 - A bus stop serving the new S4 route is required closer to Rathmines Road Upper

NTA Response to Issue 13

The Transport Strategy for the Greater Dublin Area (2016 – 2035) sets out the core strategy for the development of transport infrastructure within the Greater Dublin Area. This document identifies the Rathfarnham to City Centre corridor (referred to within the Strategy as Marlay Park - Rathmines) as an appropriate corridor for the development of a Core Bus Corridor. This strategy examined a number of options for this corridor, including rail, and determined that a Bus Corridor was the most appropriate solution.

In relation to specific points raised:

- Park and ride facilities and orbital bus routes are also being explored as part of the overall BusConnects programme. These would complement the proposals for Core Bus Corridors.
- Cashless fares and more efficient boarding and alighting are also being explored as part of the overall BusConnects programme.
- The proposed alternative cycle route by the Owendore and River Dodder is no longer being progressed due to environmental issues identified during the design development.
- An alternative option is now proposed along Rathfarnham Road between Main Street and Terenure Village which adopts a three-lane cross-section combined with online cycle tracks, or shared cycle/bus lane where appropriate. This removes the need for land acquisition from approximately 30 properties in addition to a reduced impact on many others.

Issue 14: Impact of Covid-19

Many residents raised the issues regarding the ongoing covid-19 pandemic and the effects it will have on travel patterns. Many submissions noted that even following the pandemic, people will continue to work from home and as a result the number of people commuting to and from the city centre on a daily basis will be reduced. They submitted that this would negate the need for the BusConnects proposals.

Residents were also concerned that people might not feel comfortable returning to commuting on the bus and would prefer to commute either via private car or bicycle to avoid crowds.

NTA Response to Issue 14

The potential long-term impact of Covid-19 on mobility patterns are still emerging, however the need for high quality bus network system will remain a critical element of our transport network. Facilitating walking and cycling will also be vital in adapting to potential changes to mobility patterns as a result of the pandemic.

Issue 15: Location of Bus stops

A number of submissions were received with regard to the relocation or removal of bus stops. These included the following:

- A public body noted concerns over the proximity of the inbound bus stop on Harold's Cross Road to the junction, and requested the bus stop be moved to provide more space between the junction and the bus stop;
- A public body noted concerns over the proximity of a bus stop to a junction on Rathgar Road, and requested a greater space be provided between the junction and bus stops;
- A public body noted that bus stops on Rathgar Road are located close to one another, and requested consideration of amalgamation of some of the stops, to remove street clutter;
- Residents raised concerns that removal of the bus stop at Christ Church (stop number 1081) in Rathgar will have a negative impact on local businesses.
- Concerns were raised about the relocation of bus stops 1165, 1079 and 1080, and the interaction of these stops with adjacent properties and junctions.
- Residents of Palmerstown Road voice their concern about the removal of the 140-bus route. Rathmines Road Upper can be a very long walk from Palmerstown Road for the elderly and vulnerable.
- A public body suggested amalgamating some of the bus stops on Rathmines Road Lower, in order to reduce street clutter.

NTA Response to Issue 15

A review of bus stop locations has been carried out as part of the design development for the scheme. This exercise was carried out to optimise the performance of the bus services on the CBC by reducing the journey time of the bus service, increasing the walking catchment of the bus stops and ensuring that key trip attractors located along the route are sufficiently covered within the catchment of bus. This review was undertaken on the basis of a number of best practice guiding principles including consistent spacing of bus stops, locating stops in close proximity to junctions and pedestrian crossings, and spatial requirements for bus shelters and other stop infrastructure.

Appendix A

Summary of Issues Raised by Route Section

Section 1: Rathfarnham to Dodder Park Road

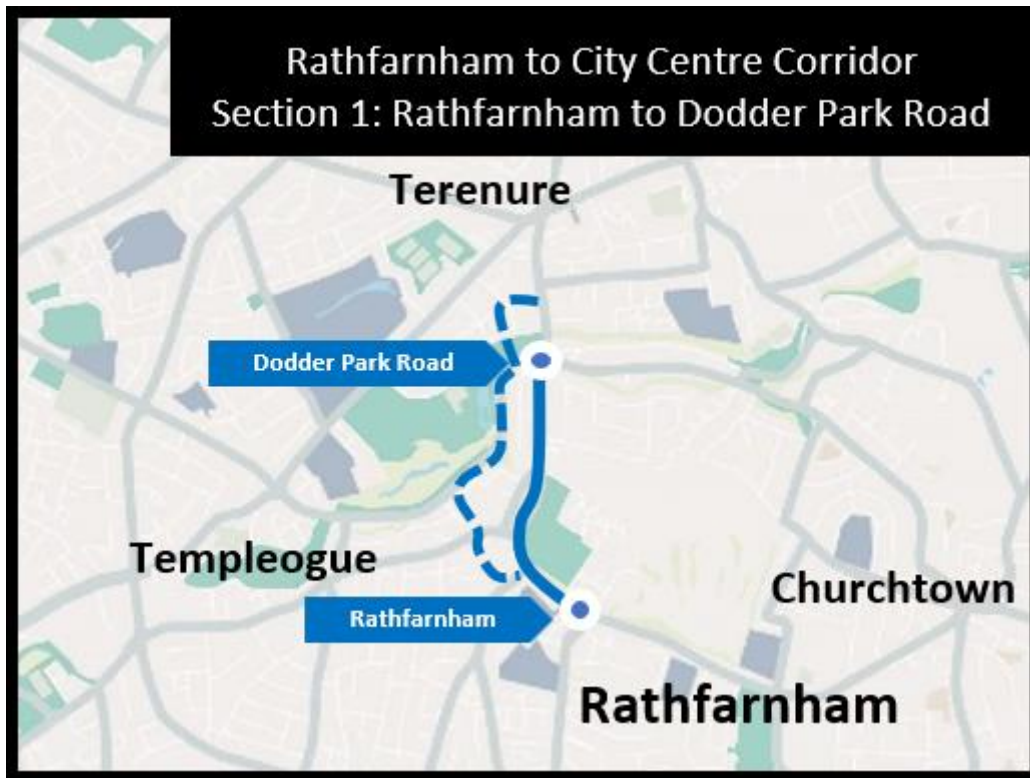


Figure 6: Section 1 - Rathfarnham to Dodder Park Road

The main comments observed within Section 1 include:

- A public body requested a wider footpath be provided on both sides of the road along Rathfarnham Road. It was suggested that further land could be acquired in order to facilitate this provision;
- Residents on Rathfarnham Road and a private group raised concerns over the impact to protected structures along the route, including impacts to historic boundaries, gate piers, railings, mature trees, and gardens, as a result of land acquisition which will facilitate road widening;
- A commuter requested that parking spaces and loading bays be located between the road and cycle tracks on Grange Road, in order to reduce conflict between cars/delivery vehicles and cyclists;
- A public body noted they do not support removal of the Rathfarnham Castle boundary wall;
- A public body suggested consideration of a 2-way cycle track on the east side of the road between Rathfarnham Castle and Crannagh Way, with a Toucan crossing on Rathfarnham Road to access the cycle diversion;
- An interested party suggested the junction between Rathfarnham Road and Main Street be designed as a 'Dutch' style junction;
- Residents, a private group, a public body and commuters were very concerned over the lack of cycling provisions on Rathfarnham Road between Castleside Drive/Main Street and Rathdown Park.

It was suggested that a 1-way system, bus gate or further land acquisition could be employed, to facilitate a cycle track along this stretch;

- A number of residents raised concerns over the proposed alternative cycle route in Rathfarnham. Concerns included:
 - Private groups, residents and interested parties noted that although the Dodder cycle bridge diversion would be used by families and those cycling for leisure, commuters would most likely continue to use the most direct route, along Rathfarnham Road;
 - A resident also raised concerns that the cycle track rerouted over the Dodder would have an extreme gradient that could discourage cyclists from using it;
 - A politician raised concerns over the lack of integrated planning with regards to various cycle routes over the Dodder River. It was noted that there were 4 bridges proposed over the River. It was also noted that the Dodder Greenway was planned as a leisure route, therefore could not tie in with BusConnects due to conflicting aims.
 - Residents of Owendore Crescent raised the following concerns with regard to the proposal for the alternative cycle route in the vicinity of their houses:
 - Submissions noted that the proposed cycle route is not a direct commuter route and would therefore not be used.
 - Concern noted that the proposal would result in removal of car parking along Owendore Crescent – it is noted that parking is already an issue and that this would be made worse by the proposed scheme.
 - Concern noted that the proposal would result in elimination of Owendore Crescent recreational green space which is used by young and old for a variety of purposes.
 - Concern that proposals would require destruction of natural habitats along the Owendoher river and impact on many species found there including otters, kingfishers, herons, badgers and bats.
 - Concern that proposals would increase anti-social behaviour & compromise safety to residents and cyclists due to speed of cyclists and conflict with pedestrians
 - Concern that the proposed construction of the bridge would lead to spread of Japanese Knotweed identified in the area.
 - Some residents queried whether an EIA has been carried out on the implication of Owendoher crossing bridge and what are the plans to illuminate the dark and narrow route.
 - Resident of St. Mary's Avenue raised the following concerns with regard to the alternative cycle route in Rathfarnham:
 - The avenue provides for 19 residential houses and the rear entrance for "The yellow house" pub.
 - Entrance to the avenue is slightly misaligned in reference to the rest of the avenue interfering with visibility creating a hazard for collisions.

- Width of the avenue is not sufficient to provide for on-street parking, residential access and a two-way cycle track -way cycle.
 - Concerned about health implications for children who regularly play on the street.
 - Concerned that the bridge over Owendoher will create a short cut for patrons of 'The yellow house' wishing to access Butterfield Avenue resulting in anti-social behaviour.
 - The avenue is temporarily blocked off during residential bin and waste collection from 'The yellow house' making it inaccessible – Concerned that impatient cyclist will enter footpath to overpass collection lorries.
 - Concerned about the environmental implications of fauna and flora along the Owendoher to facilitate bridge crossing.
- Residents of Woodview Cottages made the following objections and observation regarding the off-road cycle track;
- Proposed cycle track will not pass a safety audit and will significantly reduce residential access to local amenities.
 - Additional consultation is required with the end uses (Cyclists).
 - Concerned that the cycle track will be poorly lit and consist of very little passive surveillance and therefore will be considered unsafe at night.
 - Safety concerns over proposed cycle diversion stating that rear gates will open directly onto propose cycle route.
 - Concerned over electric scooters and bikes speeding along the cycle track consequently jeopardise pedestrian safety. State that there is no information on calming measures.
 - Residents object to the proposal and will therefore not grant access through their property during construction.
 - The scheme will have a negative effect on flora and fauna along the Owendoher and Dodder River – Concerned that removal of riparian vegetation will interfere with existing flood relief measures.
- Several submissions raised concerns over the Dodder Crossing bridge. The Key principle concerns raised on this topic are as follows:
- Residents have been provided with inadequate information to accordingly assess the full extent of impact on the immediate environment.
 - It will be out of scale and visually dominant
 - It will provide a venue for anti-social behaviour due to lack of passive surveillance.
 - Concerns over the off-road cycle track as routes of this nature tend to have poor lighting and have very little passive surveillance. Concerns were also raised in relation to intended speed mitigation measures, as residents are concerned that fast travelling cyclists along elevated river side at Rosary walk bridge will impair pedestrian safety.

- Residents and landowners on Rathfarnham Road raised concerns over potential land acquisition, as a result of required road widening. Concerns included the reduced distance between affected properties and the road, reduced car parking provision, reduced access to properties, safety concerns, increased noise pollution, security concerns, reduced privacy, devaluation of property, loss of trees and vegetation, increased stresses, the impact on boundary walls and railings, and private tree removal;
- A politician raised concerns over the impact of road widening on the gradient of driveways along Rathfarnham Road; and
- A public body suggested consideration of planting along the median of Rathfarnham Road, rather than cross hatching or a traffic island. This was requested specifically at the junction between Rathfarnham Road and Dodder Park Road.
- Resident of Rathfarnham Road concerned that if current road widening proposals go ahead, they will be forced to reverse out from their driveways onto the main road. A concern was also raised about there not being enough space to install a wheelchair ramp if the need ever arose.
- Residents of Rathfarnham Road think it is unnecessary to add a dedicated bus lane for outbound traffic stating that congestion levels outbound are rare and insignificant.

Section 2: Dodder Park Road to Highfield Road



Figure 7: Section 2 - Dodder Park Road to Highfield Road

The main comments observed within Section 2 include:

- Residents and landowners on Rathfarnham Road raised concerns over potential land acquisition, as a result of required road widening. Concerns included the reduced distance between affected properties and the road, reduced car parking provision, reduced access to properties, safety concerns, increased noise pollution, security concerns, reduced privacy, devaluation of property, loss of trees and vegetation, increased stresses, the impact on boundary walls and railings, and private tree removal. Residents and landowners requested a one-way system, or a bus priority system be implemented between Dodder Park Road and Terenure, rather than an extension to the road cross section;
- Residents of Rathfarnham Road between Rathdown Park and Bushy Park Road noted that land acquisition was not necessary in order to achieve the desired cross-section at their property, due to incorrect measurements of the road width;
- Residents of Rathfarnham Road between Rathdown Park and Bushy Park Road also raised concerns for pedestrians crossing Rathfarnham Road at this location. Residents were concerned that the proposed hatched area at the road median would encourage pedestrians to use this location to pause while crossing the road. Residents have therefore requested this cross hatching be removed;
- Residents on Rathfarnham Road and Terenure Road East and a private group raised concerns over the impact on protected structures along the route, including impacts to historic boundaries, gate piers, railings, mature trees, and gardens, as a result of land acquisition which will facilitate road widening;
- A commuter also requested that parking spaces and loading bays be located between the road and cycle tracks on Rathfarnham Road, Terenure Road East, in order to reduce conflict between cars/delivery vehicles and cyclists;
- Residents and commuters raised concerns over the lack of cycle track at Terenure Road East between Rathfarnham Road/Terenure Road North and Rathgar Avenue/Orwell Road. Residents were concerned that access to facilities and amenities in Terenure would be reduced;
- A private group raised concerns that no provisions were proposed for cyclists turning right from Rathfarnham Road to Terenure Road East. It was requested that safer facilities be provided at this location. An interested party requested the junction be converted to a 'Dutch' style junction, to provide greater protection for cyclists;
- A private group suggested providing a bus gate for westbound traffic on Terenure Road East to facilitate the provision of a cycle track on Terenure Road East in both directions;
- A resident raised concerns that Terenure Village would be negatively impacted more so than other villages in the area. Concerns were raised that road widening would impact the village more so than potential implementation of traffic management measures. Concerns as a result of road widening included more traffic, congestion, pollution, loss of trees and vegetation, loss of on-street parking, heritage and streetscapes;

- A resident raised concerns over the loss of public parking in Terenure Village. Residents were concerned that this could have a negative impact on local businesses. The reduction in footpath width and lack of protective crossings through the village were noted as further concerns that would reduce pedestrian traffic through Terenure, negatively impacting businesses further;
- A resident raised concerns that the public realm of Terenure Village would not be improved under proposals. This was noted as a missed opportunity;
- A public body suggested the pedestrian crossing at Terenure Cross, across Terenure Road North could be redesigned, with either a continuous crossing, or at least a direct crossing, as the current configuration prioritises private traffic over pedestrians;
- A public body requested confirmation as to whether the spaces at Terenure Cross are to be designated as a taxi rank, loading bay or parking;
- A public body requested the speed limit on Terenure Road North be reduced from 50kmph to 30kmph to protect cyclists and pedestrians;
- A public body noted concerns over the proximity of the inbound bus stop on Harold's Cross Road to the junction, and requested the bus stop be moved to provide more space between the junction and the bus stop;
- A public body noted safety concerns for cyclists and pedestrians at shared spaces at bus stops along Harold's Cross Road;
- A public body also suggested trees be planted on the western side of Harold's Cross Road;
- Residents and landowners on Terenure Road East raised concerns over potential land acquisition, as a result of required road widening. Concerns raised by residents included reduced access to property, reduced parking, loss of garden space, reduction of trees, structural impacts, impacts on general works, increased traffic levels, increased noise and air pollution, destruction of the community, and impacts on the boundary wall and protected structures, reduced privacy, devaluation of property. Some residents noted that these concerns had been raised in the previous round of consultation, however they had yet to be addressed;
- A private group and residents raised concerns over the intensification of bus services on Terenure Road East. Residents noted concerns as a result of high volumes of buses, high speeds of traffic and narrow footpaths along the road. Concern for the safety of pedestrians, in particular vulnerable road users such as children, the elderly and those with disabilities was noted as a concern;
- Residents raised concerns over the loss of numerous mature trees along Terenure Road East;
- A commuter requested the right turn from Terenure Road East onto Highfield Road be banned as it is currently hazardous for cyclists as planned; and
- A commuter also suggested the loading bays between Terenure Road East and Highfield Road be removed and replaced with a landscaping area for residents.

- A commuter also suggested the loading bays between Terenure Road East and Highfield Road be removed and replaced with a landscaping area for residents.
- Residents of Terenure recommend a large-scale enhancement of the public realm in the central village area. Such enhancement would include introducing a textured, coloured, paved road surface with an appealing aesthetic that would denote the village area and discourage speeding.
- An Post would like to highlight that given the scale and nature of service they provide - small to large size trucks are an essential part of providing that service and accessibility to their lots must be maintained / provided. An Post would like NTA to carefully consider the operational requirements of An Post.
- A school in the Terenure area noted concern over increase in bus traffic volumes at Terenure Road North and Harold's Cross Road stating that the road would be very dangerous for pupils attending school in Terenure to cross. They would welcome introduction of traffic calming measures to reduce vehicular speeds and improve safety for pedestrians.
- Concerned resident raised concern over the removal of 19 mature trees along Terenure Road East.
- Resident of Fergus Road raised several existing and potential concerns associated with the CBC.
 - Exiting and entering Fergus Road from Rathfarnham Road is dangerous due to poor visibility caused by on-street parking.
 - Concerned over increase in traffic and speeding on Fergus Road, states there are currently no speed mitigation measures in place.
 - Believes the no-right turn from Templeogue Road will be ignored by drivers wishing to cut into Rathfarnham Road.
 - Residents of Fergus Road believe that the above-mentioned factors will deprive them of a safe environment, most notably for children and elderly.
 - Several submissions recommended changing Fergus Road into a cul-de-sac with entrance at Rathfarnham Road.
- Residents raise concerns over the introduction of right-turn from Rathfarnham Road onto Terenure Road East for buses, taxis and cyclists. They note that it will contribute to an already complex junction and shorten the phase time for vehicles coming from Terenure Road West. They also raised concerns about the lack of provisions of cyclists stating that it will have huge safety implications for cyclists, especially school children.
- Residents of Terenure raised concerns about safety of children, elderly and disabled traversing a 4 lanes of traffic on Rathfarnham Road.

Section 3: Highfield Road to Grosvenor Road

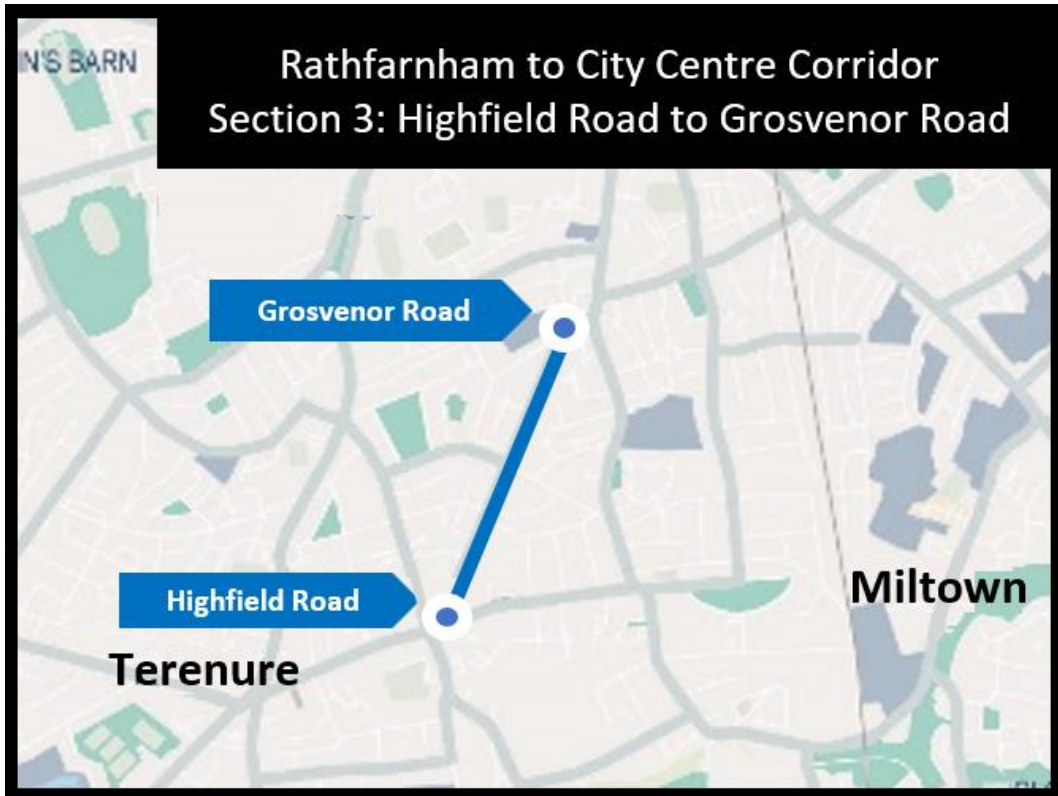


Figure 8: Section 3 - Highfield Road to Grosvenor Road

While no submissions provided commentary on this section of the scheme in isolation, a number of submissions which related to the entire scheme made specific reference to aspects of the design within Section 3. The main comments observed within Section 3 include:

- Many residents and commuters were supportive of the one-way system on Rathgar Road, between Highfield Road and Grosvenor Road, prioritising cyclist safety and bus speeds over private traffic. Support was also noted due to the reduced requirement for land acquisition;
- A number of interested parties raised concerns over the conversion of Rathgar Road to a one-way system, due to the impact on surrounding routes. It was requested that access for general traffic be facilitated along Rathgar Road or at least between Leicester Avenue and Grosvenor Road, through land acquisition along Rathgar Road;
- A private group and residents raised concerns over the planned bus corridor through Rathgar Village, and the intensification of bus services through Rathgar Village and along Rathgar Road;
- An interested party noted that the cycle track along Rathgar Road is extremely narrow and requested further measures, such as a bus gate, be implemented to facilitate wider cycle tracks;

- A public body noted concerns over the proximity of a bus stop to a junction on Rathgar Road, and requested a greater space be provided between the junction and bus stops;
- A public body noted that bus stops on Rathgar Road are located close to one another, and requested consideration of amalgamation of some of the stops, to remove street clutter;
- A public body and a resident noted that the bus stops along Rathgar Road contain shared spaces for cyclists and pedestrians. A resident requested bus stop bypasses be installed along Rathgar Road to protect pedestrians from conflicts with cyclists. The resident suggested land could be acquired along the road to facilitate bus stop bypasses;
- A resident raised concern over the loss of parking along Rathgar Road; and
- A public body suggested implementing a pedestrian crossing across Rathgar Road, between Garville Avenue and Garville Road.
- Residents of Highfield Road noted concerns over rerouting outbound traffic through Rathmines Road Lower and Highfield Road. Residents stated that Highfield Road will drastically increase traffic volumes, causing congestion and total gridlocks. It was also highlighted that the proposals of redirecting traffic through Highfield doesn't consider the impact on cars, taxis and ambulances travelling to St. Luke's Hospital. Some submissions noted concern about the potential for removal of speed bumps on Highfield Road;
- Residents of Highfield Road strongly object to the routing of S4 and route 80 through their road – they raise concerns that the road cannot facilitate the expected traffic volumes of 24 buses per hour.
- Residents in Rathgar raised concerns about the following changes made to bus stops on the grounds of safety, accessibility and interconnectivity:
 - Concerned resident notes that removal of bus stop at Christ Church (stop number 1081) in Rathgar will have a negative impact on local businesses.
 - Concerns about the relocation of bus stops 1080 and 1165 and interaction of these stops with adjacent properties and junctions
- A clinic in Rathgar raised concerns over relocation of bus stop #1079 to outside their property. The principal concerns raised in relation to this topic were;
 - Buses blocking patient access to property
 - People waiting outside during triage would be visible by people on/waiting for the bus conflicting with confidentiality
 - Concerned about creche adjacent to the clinic as children use the front yard to play and will be in view of people waiting at the bus stop
 - Occasionally ambulances have to come to the premise and there will be conflict with buses and bus users and the confidentiality of the patients being transported and boarding the ambulance.

- Concerned of anti-social behaviour as people will be able to loiter freely outside the premise with intent to commit an offence.
- The front wall is a protected structure and any graffiti would cause a lot of damage through removal.
- Residents of Palmerstown Road voiced their concern about the removal of 140 bus route. Rathmines Road Upper is considered to be a very long walk for the elderly and other vulnerable road users.

Section 4: Grosvenor Road to Grand Canal

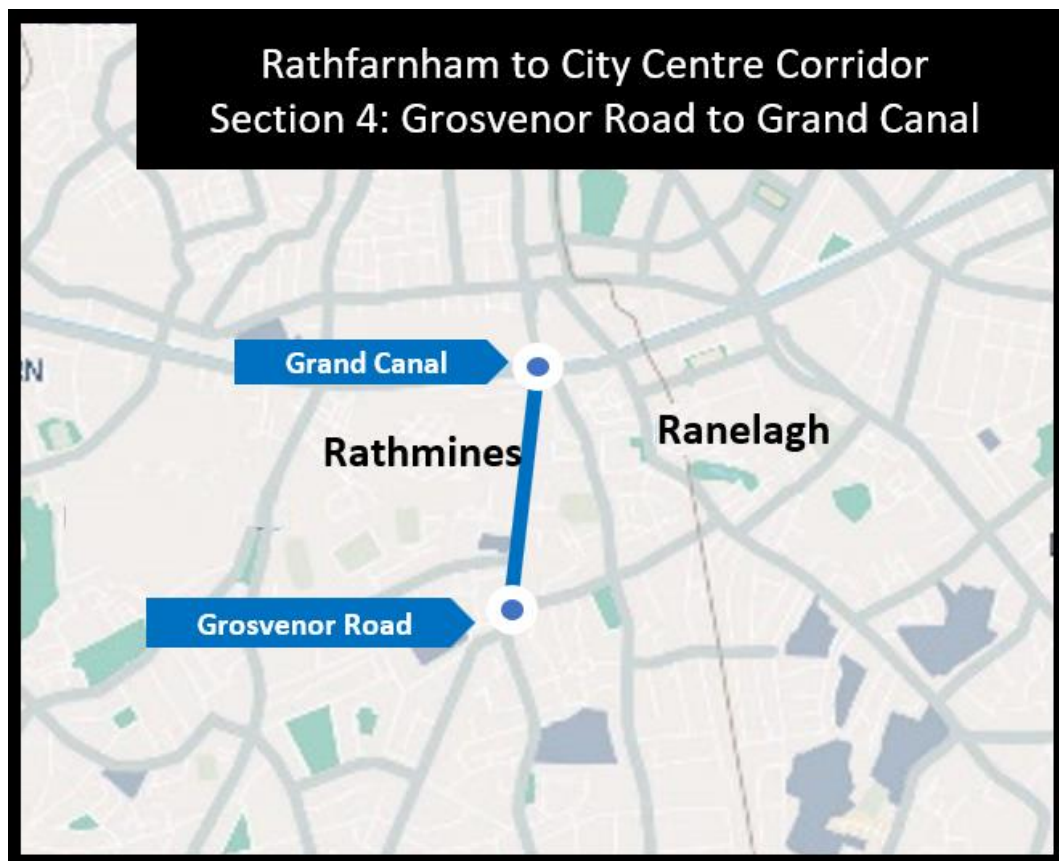


Figure 9: Section 4 - Grosvenor Road to Grand Canal

The main comments observed within Section 4 include:

- A private group noted their support for the redesign of the junction between Rathgar Road and Grosvenor Road, including the removal of the traffic islands and slip roads, in response to previous submissions;
- A private group requested that the pedestrian crossing light signalisation on all three roads, at the junction between Rathgar Road and Grosvenor Road, be activated at the same time to allow diagonal crossing across multiple lanes. There were further suggestions that the junction could be designed as a tabletop junction to prioritise pedestrian safety and to reduce traffic speeds for vehicles approaching Rathmines Village;

- A private group and commuters noted concerns for the safety of cyclists at the junction between Rathgar Road and Grosvenor Road as proposed. It was requested that further protection be provided for cyclists. It was noted that there were no provisions for cyclists turning right from Rathgar Road onto the continuation of Grosvenor Road/Rathgar Road, and requested that cycle lanes be provided at this junction. There were concerns that cyclists were vulnerable to vehicles turning left from Rathgar Road onto Grosvenor Road;
- A resident noted support for the bus priority signals at the junction between Rathgar Road, Grosvenor Road, and Charleville Road;
- A public body requested pedestrian crossings be provided across Charleville Road;
- A public body suggested a plaza area could be developed at the junction between Rathgar Road and Rathmines Road Upper;
- A private group noted that no landscaping/street planting plans had been proposed in Rathmines, and suggested this could be an opportunity to improve the public realm of Rathmines;
- A public body requested tree planting be provided along the length of Rathmines Road;
- A commuter and private group noted support for the segregated cycle tracks, bus gate and bus priority signals through Rathmines;
- Residents and commuters requested the provision of kerbs, bollards, orcas, wands, planters etc, through Rathmines, to prevent conflicts between vehicles driving, parking or unloading on cycle tracks in the Village;
- A public body and private group noted safety concerns for cyclists and pedestrians at shared spaces at bus stops along Rathmines Road. A private group requested the provision of island bus stops on Rathmines Road, where there are high volumes of bus passengers and cyclists utilising the route;
- A commuter requested that parking spaces and loading bays be located between the road and cycle tracks on Rathmines Road, Rathmines Road Lower, in order to reduce conflict between cars/delivery vehicles and cyclists;
- A public body requested confirmation on whether the spaces in Rathmines are to be allocated as a taxi rank, loading bays or parking;
- A private group suggested that through traffic be restricted on Wynnefield Road, as the area facilitates a large volume of pedestrian traffic, on a very narrow footpath, which provides safety concerns for pedestrians conflicting with general traffic using the road;
- A resident noted support for the bus priority signals at the Rathmines Road, Castlewood Avenue junction;
- A private group requested the left turn from Rathmines Road onto Castlewood Avenue be reinstated, in order to facilitate vehicular flows of traffic;
- A resident also requested the left slip lane from Rathmines Road onto Castlewood Avenue be reinstated for cyclists;

- A public body requested a raised tabletop be provided at the junction with Castlewood Avenue on the Rathmines Road, to protect cyclists and pedestrians;
- A private group suggested installing a three-way crossing, with simultaneous light signalisation at the junction between Castlewood Avenue and Rathmines Road, in order to provide further protection for pedestrians, particularly as the area facilitates a large volume of pedestrian traffic, while having narrow footpaths;
- An interested party requested the junction between Rathmines Road and Castlewood Avenue be designed as a ‘Dutch’ style junction, to protect cyclists. It was noted that this junction would be much busier as a result of traffic management measures, therefore cyclists will require further protective measures;
- A private group suggested the provision of an island bus stop and pedestrian public realm area at the Swan Leisure;
- A public body requested a raised tabletop be provided at the junction with Leinster Road on the Rathmines Road;
- A public body suggested amalgamating some of the bus stops on Rathmines Road Lower, in order to reduce street clutter;
- An interested party requested the bus stop at Parker Hill be converted to a bus stop bypasses to protect cyclists, with alterations to the parking/loading bays as the proposals pose safety concerns for cyclists;
- A private group noted their support for the bus gate on Rathmines Road, while requesting that only buses be allowed to use the bus gate. The group was concerned that if commercial vehicles, private coaches or taxis be allowed to use the bus gate, the journey time of buses could potentially be increased;
- An interested party suggested moving the bus gate at the junction between Military Road and Rathmines Road Lower, to between Richmond Hill and Grove Park, to facilitate local access via Richmond Hill;
- Concerns were raised that the bus gate in Rathmines could impact drop off and collection at schools in Rathmines;
- A school in Rathmines raised concerns that the bus gate through Rathmines, could force cars along alternative routes, such as through their premise and requested measures be put in place to prevent this;
- A private group requested the left turn from Richmond Hill onto Rathmines Road be facilitated, as the no left turn provision as proposed, could reduce residents’ access to the village by car. It was suggested that Richmond Hill, Lower Mount Pleasant Avenue and Upper Mount Pleasant Avenue could be converted to three 2-way cul de sacs, accessed from perimeter roads, thereby reducing rat running and facilitating residents’ access to the village of Rathmines;

- Residents of surrounding residential streets were supportive of traffic management measures through Rathmines Village, however raised concerns that proposals could force cars onto surrounding residential roads such as Mountpleasant Avenue, reducing safety for cyclists on these roads, and causing congestion. To prevent these issues, residents suggested blocking through traffic by the conversion of roads to cul de sacs, signage, raised table tops, increased footpath widths, installation of planting and on street parking, prioritisation of pedestrians and cyclists etc;
- A private group raised concerns that the recent closure of Mountpleasant Avenue to outbound traffic in addition to traffic management measures through Rathmines could force outbound traffic through Ranelagh; and
- An interested party requested a ‘Dutch’ style junction be implemented at the junction of Rathmines Road with Grove Road and Cheltenham Place. It was noted that this location was one of the busiest junctions for cyclists in the city and could become congested as a result of traffic management measures on Portobello Road and Rathmines. This was noted as a contentious area that needed greater protection for cyclists.
- A concerned resident of Rathmines Road Lower suggest moving the bus gate to Leinster Square and Bollards to be removed on Mount Pleasant Road Lower in order to improve vehicular access to and from Rathmines Village from the north.
- A resident highlighted their support for bollards at Mountpleasant Avenue Lower however; raises concerns that restrictions at Mountpleasant will shift traffic through Bannaville and place residents and children commuting to school at risk. – The submission noted that Bannaville already experiences high levels of HGV.
- Residents of Castlewood Avenue noted concern over the potential for significant increase in traffic on their road as a result of the proposed bus gate in Rathmines.

Section 5: Grand Canal to Dame Street

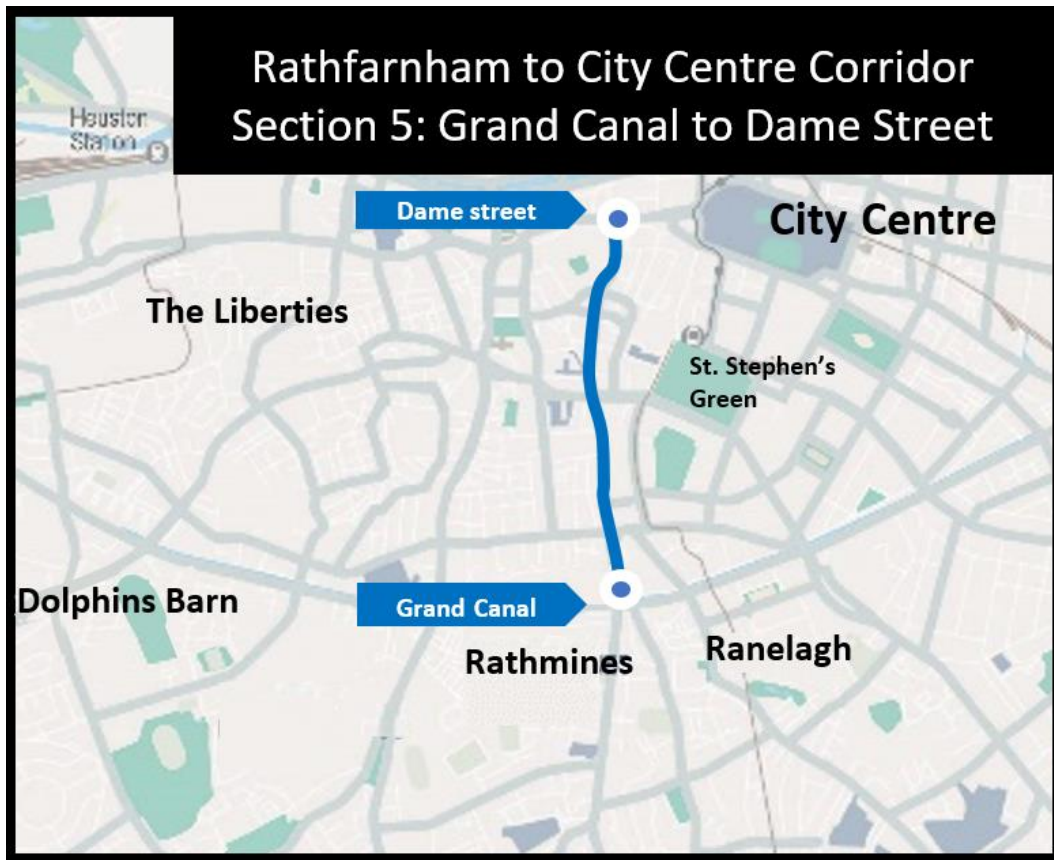


Figure 10: Section 5 - Grand Canal to Dame Street

The main comments observed within Section 5 include:

- A commuter requested clear segregation between cycle tracks and general traffic lanes be implemented from Richmond Street South to South Great George's Street, in order to protect cyclists at this heavily trafficked section;
- A commuter requested that parking spaces and loading bays be located between the road and cycle tracks on Richmond Street South, Camden Street Lower, Wexford Street, Redmond's Hill, Aungier Street, South Great George's Street, in order to reduce conflict between vehicles and cyclists;
- A commuter requested large kerbs, planters or bollards be installed between cycle tracks and traffic lanes, from Richmond Street South to South Great George's Street, to prevent delivery trucks using the bus and cycle tracks as a loading bay;
- A public body requested confirmation on whether the spaces along Richmond Street South, Camden Street Lower, Wexford Street, Redmond's Hill, Aungier Street, South Great Georges Street are allocated for taxi ranks, loading bays or parking;
- A public body noted safety concerns for cyclists and pedestrians at shared spaces at bus stops along Richmond Street South, Camden Street Lower, Wexford Street, Aungier Street and Camden Street South;

- A private group suggested all loading bays be provided on one side of the road, between Camden Street Lower and South Great Georges Street, with a bi-directional cycle path on the other side of the road;
- A private group was concerned over the provision of parking between Camden Street and South Great Georges Street, and suggested this space be allocated to pedestrians, cyclists and loading bays;
- A private group and residents suggested that general traffic be removed from Camden Street to South Great Georges Street due to the high volumes of pedestrian traffic in the area. A resident noted that this could be an opportunity to improve the public realm along this stretch of the route;
- An interested party noted that the footpaths and cycle tracks from Camden Street to South Great Georges Street are very narrow, and suggested provision of measures such as a bus (and delivery vehicle) gate, or a reduction in private vehicle lane width;
- An interested party suggested implementing a northbound bus gate on La Touché Bridge as a simpler method of reducing traffic, rather than the proposed traffic management measures along Richmond Street South;
- A public body requested a pedestrian crossing be provided at Richmond Row;
- A commuter requested that protection be provided for cyclists turning right from Harcourt Road onto Camden Street Upper;
- A private group and commuters raised concerns over the lack of cycle track along Camden Street Upper outbound. It was requested that right turn lanes be removed to facilitate the provision of wider safer cycle tracks on both sides of the road along Camden Street Upper;
- Several commuters and interested parties requested the section of road between Charlotte Way and Grantham Street be re-designed as it currently does not provide enough protection for road users;
- A commuter requested the bus lane be located closest to the footpath outbound on Camden Street Lower before Charlotte Way, to protect pedestrians;
- An interested party suggested all parking be removed on Camden Street Lower, to provide more space for pedestrians and cyclists;
- It was suggested that right turns on Camden Street could be minimised, in order to facilitate wider footpaths and cycle tracks;
- A public body suggested trees could be planted along the median or footpaths of Camden Street, particularly where the cross section is not overly constricted;
- A business on Camden Row raised concerns that proposals could negatively impact access of delivery vehicles to their business;
- A public body noted support for the removal of left slip lanes at the junction between Wexford Street, Aungier Street, Kevin Street Lower and Cuffe Street. However, a commuter requested the left slip lane from Aungier Street onto Cuffe Street be removed as it is dangerous for cyclists, due to vehicles crossing the cycle track;

- An interested party requested further protection be provided for cyclists and pedestrians at the junction between Wexford Street, Aungier Street, Kevin Street Lower and Cuffe Street. It was suggested that turn restrictions be implemented or parking spaces be reallocated, to increase space and reduce potential conflict points;
- A public body suggested installation of a raised tabletop at the junction between Aungier Street, Bishop Street and Peter Row. In addition, a pedestrian crossing could connect the area to Digges Street Upper. It was suggested that this space could be developed as a plaza area;
- A public body suggested implementation of raised tables at all junctions along Aungier Street;
- A public body suggested provision of tree planting along the eastern side of Aungier Street; and
- An interested party suggested further protective measures be provided for cyclists at the junction between South Great Georges Street and Dame Street.
- Concern was raised over cars and bicycles turning into Exchequer Street from South Great Georges Street and the potential for conflict with pedestrians – suggested that a controlled crossing is provided at this location.

Entire Scheme



Figure 11: Entire Scheme - Rathfarnham to City Centre Core Bus Corridor

The main comments observed include;

- A local resident requested the route be extended as far as Nutgrove Shopping Centre, as there is a high demand for public transport and safe cycling facilities at the Centre;
- Some residents, commuters and interested parties noted support for integration of the scheme with the Kimmage to City Centre CBC, along Terenure Road North and Harold's Cross Road;

- A resident requested that other initiatives such as the Grange Road Cycle and Walking Scheme not be delayed in order to prioritise the development or planning of BusConnects. The resident noted that cycling facilities in all areas of Dublin required improvements, not just the main arterial routes of Dublin;
- A private group from Ranelagh raised concerns that their submission to the previous public consultation which outlined the impacts of the route on surrounding areas (Ranelagh) had not been considered in the updated design;
- A private group raised concerns that traffic management measures along the route, but particularly through Rathmines, could displace traffic, forcing cars onto alternative routes, such as through Ranelagh, increasing congestion, resulting in environmental concerns, quality of life concerns, and impacts on residents and businesses in Ranelagh;
- A resident and politician noted that the quality of life in Rathfarnham and the surrounding areas of South West Dublin are being negatively impacted by proposals, with disproportionate benefits;
- Residents raised concerns that traffic has been channelled from other corridors onto the CBC route, thereby negatively impacting residents along the CBC while relieving surrounding areas of private traffic;
- Some residents noted they were concerned that proposals would not improve public transport through the provision of one form of transport (bus), and that multiple modes of transport would need to be invested in to improve public transport;
- Some residents felt that BusConnects would negatively impact villages along the route, including Terenure and Rathgar. Residents have raised concerns that a reduction in parking, a reduction in loading bays, in addition to increased traffic levels and wider roads will negatively impact businesses in local villages along the route. Some residents noted that proposals would benefit those using the corridor, rather than the residents, communities and businesses along the corridor;
- Some residents were opposed to proposals as they felt the plans failed to address the needs of the local community. Some felt that the proposals would create problems for those living along and surrounding the bus corridor;
- Residents raised concerns over the lack of details with regards to ‘public realm’ proposals for Villages along the route such as Terenure and Rathgar, and requested further details be provided;
- A resident noted concerns over public health including heart and respiratory illness and sedentary lifestyles, and requested further prioritisation be given to buses, cycle infrastructure, trees and footpaths, over private traffic and parking;
- An interested party suggested reducing the number of bus stops along the route, and only locating bus stops where island bus stops or bus stop bypasses could be implemented;

- A resident noted concerns over the potential impacts of road works and construction on residents, with regards to disruptions, air quality and noise levels;
- A resident raised concerns over the lack of (transparent) consultation with Dublin Bus;
- Some residents noted concerns over the loss of bus services in the area as a result of proposals;
- Other submissions noted that the bus services proposed were long, complicated and circuitous;
- Concerns were raised over the impact of the scheme on school students. Concerns were raised that students would be negatively impacted by the need to change bus services, particularly those with disabilities. It was requested that additional safety measures be implemented at school bus stops. It was also requested that training be provided for those cycling to/from school;
- Many residents, commuters and private groups raised concerns for both pedestrian and cyclists at bus stops along the route, and requested that bus stops be converted to bus stop bypasses, to reduce conflicts between cyclists and those alighting/boarding buses;
- A resident noted that the proposals did not appear to consider the impact on the environment, and no Environmental Impact Assessment has yet been undertaken;
- A resident noted concerns that alternative options including alternative routes, alternative transport modes, or alternative measures had not been explored yet;
- A resident raised concerns that traffic assessments had not yet been undertaken, with regards to the impact of traffic management measures on local congestion, and the impact on congestion in surrounding areas;
- A private group requested that traffic management measures be implemented at all times, rather than at peak times, in order to ensure compliance whilst allowing an efficient transport system at all times during the day. Some residents however requested that traffic management measures be only introduced at peak hours, to facilitate greater access by car to the city; and
- Some residents noted concerns over the extensive costs of proposals. Further concerns were raised over the costs of land acquisition along this route.